

Z-Car Club of Washington  
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TO:



# The *NewZ*letter

of the Z-Car Club of Washington

Vol. XXIX, No. I

September, 1998

Next Meeting: Alfy's, Everett • 26 September 1998



## — *What's Inside* —

Presidents Corner .....	2	Activities Calendar .....	10-11
Report: Meeting of the MindZ ..	3	More Meeting of	
Test Your Datsun Trivia Part II ..	5	the MindZ Pics .....	12
Z-zealots Crave new Z-Car.....	6	Quick Bits.....	14
Retrospective: Preview		The Skylines are Falling.....	17
the 1990 300ZX.....	8	ClassifiedZ .....	18
Meeting of the MidZ Pics .....	9		

Prez Sayz

Wow! What a weekend! For those that were unfortunate enough to miss the Meeting of the MindZ weekend in Port Townsend, you missed a great event! With well over 50 Z's in attendance, this weekend was a success!

I want to thank everyone who came over the weekend – from near or far – to make it the success that it was and for everybody's participation and eagerness in helping getting things done. A fellow ZCCW member was rather surprised at the way we all helped out without being asked/directed as to what to do! This from someone who has worked with other Car Clubs and organized many events in the past. We all deserve a pat on the back!

I would also like to thank the Forsman's of DNAutosports for providing us with goodie bags, prizes for the "scavenger hunt," and the banners; Tim Kruger and his father for providing us with plenty of wood for the evening fire; our cooks – Adrian, Janene, & Mark – as well as their helpers for the great dinner and breakfast; and Adrian for doing an excellent job of promoting the 5th Annual Meeting of the MindZ over the Z-lists. There are others that deserve thanks as well. To everyone that helped make the weekend the success that it was, thank you!

For those of you who are wondering what happened to the 4th Annual Meeting of the MindZ... Well, since, in Japanese, four (shi) also can mean death (shi), it was skipped. It's kinda like the 13th floor in a building. Sound good enough? Actually it was a consistent typographical error that was proliferated in various media throughout the planning of the Meeting of the MindZ. So, next year, we will be having the 2nd 5th Annual Meeting of the MindZ to get back on track. :-)

By the time you read this, I will have color pictures available on the website of the weekend. I had pictures of almost every Z-car that attended and was planning on putting them all up. But, alas, due to operator error, one roll of film was not exposed. If anyone has pictures of the weekend that you would like to share with the rest of the Z-community, please get them to me at the next meeting.

Speaking of which, please not the change in the meeting location. Originally it was scheduled for the Lake Washington Grillhouse & Taproom. Well, it has been changed to the Alfy's in Everett. Since they have VCR and TV's available, we can watch the Convention Bid video as well as other video's that we have of the Convention and the Meeting of the MindZ. So, if you have the video's, bring 'em.

—Z

The NewZletter

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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 for Individual, Family, Associate.

\*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](mailto: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](mailto:JimTrish@worldnet.att.net)> .



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](mailto: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](mailto:gwfrancois@aol.com)>.

For Sale, set of 7.5 by 16" Centerline aluminum wheels with Yokohama 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)>.

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

'77 280Z Runs Great. An attention getter - a real eye catcher. \$3,000 obo. Call 253.520.9034 evenings or weekends.

I have 30+ Z cars from 1970-1986 that I am parting out. Reasonable prices. Call Ron @ 253.843.2813 or <[rmillik@nwrain.com](mailto:rmillik@nwrain.com)>.

## Report: Meeting of the MindZ

Adrian DiPiazza had sent this report out to the Z-Car Lists.

Meeting of the MindZ - 5 was held this past weekend at Port Townsend on the Olympic Peninsula in Washington State. Another year of spectacular weather, another year of Z talk, another year of beautiful cars and another year of care-free fun with some unbelievably great people... another year of Barry Breen around the camp fire.

A total of 55 cars with people coming from near and far - The Forsman's from New Mexico as well as number plates from Oregon, Washington, British Columbia and Colorado...what an unbelievable turn-out.

A small gathering of about 10 cars pulled in on the Friday night and pitched camp at the fairgrounds - after the tents were struck, we mingled a little, did our normal Z talk around open bonnets (hoods). We already had a lovely 280ZX from Oregon, one of the best examples of a ground up restoration for a 1970 240Z that there is to see from Vancouver Island (this car is well on its way to a gold medallion) as well as a 2-liter 1976 Fairlady 2+2 also from Vancouver Island so we had lots of toys to look at.

We built a campfire on the fire trailer and went well into the night which was fun. Barry Breen from Washington (2nd place at the Albuquerque Convention, 1996 300ZXTT Stock Class) was as entertaining as ever with his views on life - he had us all laughing with his insistence that the Y2K computer problem won't affect the fuel injection and turbo systems on Z's and Zx's. Barry is a laugh a minute - this is a guy who has the enviable job of trying to crash planes to see if their safety systems work...so you can see where he gets his sense of humor. More about Barry later.

The last guys to disappear into their tents went off at about 1:00am and then the first problem What a cacophony - snoooooring... Greg Macalhey

(with that unbelievable 1970 240Z restoration) in one tent and Rod Lovelett (1st place 240Z Daily Driver - Colorado Convention, 1972 Very Yellow 240Z) in another tent - these guys really know how to shatter the airwaves....man were these guys loud.....but hey.....that's life right....

We started straggling out of our tents by 6:30am - and the first of the Saturday arrivals came in at about 8:00am. From then the flow was steady all day - car after beautiful car was rolling in. By midday we were gloating over about 40 cars and still they were coming. Snazzzy 300ZXTT's - everything from stock to Stillen modified. A beautiful metallic blue 280Z with a 300ZXTT engine - what a beautiful conversion. Peter Addison's brown 260Z with a ZX Turbo motor (1st place 260Z Daily Driver at the Colorado Convention), V8 Conversions, Terry Stashuk's '74 260Z 2+2 (1st place 260Z Street Modified at the Albuquerque Convention). Then there was the lucky buy - a beautiful example of an original condition rust free Lime Green 1970 240Z purchased locally for \$1200 - a bit rough around the extreme edges - but undoubtedly a steal and a great restorer in the notion that the good buys are still out there. The cars kept coming and the modifications were all high quality - just some beautiful cars driven by same fantastic people... and talk about a sight to behold... a big fairground with lovely cars - surrounded by mountains, trees and the ocean - just stunning views and great weather.

By about 4:00pm we had our last car (55) drive in - so we were stoked that the event was a success in terms of cars arriving. Everything from stock to street modified to just plain personal preference modification - lots of fine cars with proud owners willing to talk about their experiences.

Now to feed the starving masses, the BC Z Registry had chosen to prepare dinner - a hard day of slinging Z talk around really cranks up the appetite... hamburgers... we fired up the barbie and the "chef cordon bleu of the BBQ" (yours truly) got

into action. An open wood BBQ topped with some acquired grilles was soon assembled. The cedar logs were fired up and the coals positioned – what Aussie doesn't know how to grill up 60 burgers plus hot dogs etc. Michelle, Christine, Rod, Debbie, Jeff among others kept the patties coming as well as the condiments etc. laid out. The masses got fed and I think everybody was happy...only 1 patty dropped, 3 burnt beyond salvage, and 2 undercooked... so the lawsuits should be kept to a minimum. As for my knuckles... well they have a permanent tan and the hair is a bit singed – slaving over a hot BBQ will do it.

After a general clean up – back to the car talk and looking under the hoods of all those lovely cars. We couldn't get enough of them. At about 7:30 Jeff (Silver 280Z) stirred the pot up and we all fired up our cars for a parade downtown – by this time we lined up about 30 cars and headed off in convoy a through Fort Warden and then onto Main street Port Townsend. Lots of looks, and a few stares. I was almost able to coax one particularly cute 6' red head away from her Corvetted boyfriend – until she saw my 5'6" stature weighing in at 160lbs and then she decided to stay exactly where she was... and I always thought that a flashy red sports car was all I needed. Anyway I digress... after about 1 hr of convoying around the lovely streets of Port Townsend and looking at some of the lovely ocean viewing Victorian Houses and beautiful brick buildings that make up the downtown core we headed back to the camp and the traditional camp fire.

The Washington Club again failed to provide a sacrificial RX7 to kick the evening off – but we built the fire and the Zealots came. We soon had a good group around the fire consuming a variety of beverages and conversing on everything from tech talk to the great hamburgers put on by the BC Club for dinner (just a small shameless plug).

Barry Breen (always a laugh was in fine form again) soon had us all laughing when he tried to convince everybody that the moon shots were real

and that astronauts really did go to the moon. We were all in stitches because we were laughing so much. Then Paul Richer's wife entered the fold. We were on the ground rolling around when she threw in the bit about her belief that rocks and moon dust were brought back as proof. Barry tried to revive the Y2K debate but we couldn't laugh any longer. He tried to get us into a conversation that Bill Clinton would still be in office in 3 months... then we were off to Los Alamos – everyone knows that the Roswell aliens ended up there except Barry – that's when we couldn't take any more – there is only so much that we could laugh... so we then got back onto Z talk. Barry is the life of any party and if you want to laugh – you've gotta book this guy.

Woooooow – what a blast, we finally turned in – with the last folks disappearing (with the promise of reduced snoring) at about 1:30am... but there was snoring, and lots of it...

Up-and-at-em at 6:30am. Another beautiful day brewing – a glance outside the tent... still lots of Z cars around – with a heavy dew... no real concern – the sun is coming soon and will dry everything out. Mark and Janene Mullen (beautiful blue 87 300ZX Turbo) and rat dog Chewwwwie are up early, as the Washington Z Car Club is putting on the breakfast – and they are soon hard at it.

French toast, bacon, sausages, OJ and coffee. What a feast, this stuff was goooooood with just about everybody going back for seconds... two hours of slaving in the kitchen resulted in everybody having devoured their meals down to crumbs within ½ hour.

After cleanup an impromptu meeting at about 10:30am thanked everybody for coming. The Washington club handed out of some goodies etc. Some people traveled a long way and we wanted to thank them – Particularly John, Michelle, and Halli Forsman – all the way to New Mexico. We wrapped up and left the site by about midday – another great year – our biggest ever – at the Meeting of the MindZ #5

## The Skylines are Falling

From Autoweek Magazine, August 3, 1998 - Vol 48, No. 32

And they'll land right in the U.S. Market! Or at least a vehicle "based on the Skyline" will come here, and it will almost certainly be the sportiest vehicle ever from Infiniti. The car will be sold at Nissan's luxury division only.

Infiniti dealers got the good news at a recent dealer meeting: When the next Nissan Skyline arrives in the 2002 model year, a version of it also will arrive in the U.S. market. Our version may not be a high-zoot as the Japan-version, though, which means (maybe) no turbo, no Super-HICAS four-wheel steering and no fancy automanual transmissions. But it will have left-hand drive.

The current Skyline ranks among the best-performing coupes in the world, and insiders say the new model will not stray from those roots. It

will slot the model lineup between Infiniti's I30 and Q45. While Japan now has a Skyline sedan and coupe, Nissan and Infiniti personnel in the United States emphasize that the coupe will be the one for us, in keeping with Nissan's promise to rebuild its sporty image.

"Performance is going to be a mainstay of Nissan," one insider said. The all-new car has not been drawn yet, he added, although "a decent back seat" is Infiniti's goal.

Nissan just introduced a redesigned Skyline in Japan (News, *Autoweek*, June 22), so designers presumably have started work on an all-new car. Official acknowledgement of the plan and further details are expected in October.

—Z

## Z-zealots continued

and glass replacement. Improvement to the cars included repaired or replaced brightwork and trim, increased sound deadening, an enlarged cooling system and more thorough and higher quality undercoating than was provided on the original vehicles.

Other repairs or upgrades were made to bumpers, gas tanks, exhaust systems, wheels and hubcaps, turn signals and side view mirrors. Upon completion, each vehicle underwent a rigorous 200-mile test drive and inspection. These "better-than-new" 1970 240Zs sold for \$24,950 in 1997.

## 300ZX continued

execution (high praise). There's well nigh perfect engineering of feel, just the right actuation effort, stroke and response feedback.

And if you're a particularly patient sort, let me tell you about another new 300ZX I drove, the Turbo. It has twin turbos and twin intercoolers and 300bhp. And its suspension adds a new HICAS variation. Nissan's latest production iteration of 4 wheel steer with just a twitch of counter-steer to

Nissan even backed the restored cars up with the same warranty - 12-months/12,000-miles - as the original cars had 28 years ago.

The Vintage Z program marked the first time a major manufacturer had embraced its past by undertaking this type of program. Nissan wound up restoring about 200 vehicles in 1997.

So if you have any doubts about there being Z-zealots at Nissan, these facts should help dispel them immediately.

The Z-car will return. Count on it.

—Z

enhance yaw response at turn-in. Responsive though the normally aspirated is, the Turbo makes it feel absolutely tame. Expect the Turbo to reach 60 in the mid-5s. (I recorded a hand-held low-6 sec without lots of ordeal.) Expect it to give a wonderfully GTP-like whooop-whooop-whooop from its wastegate as you run up through the gears. And, alas, expect it to be October or so before you can buy one.

—Z

(21) Below 0 degrees Farenheit, the choke lever should:

- a) be pulled to the full aft position.
- b) be augmented by a bonfire under the hood.
- c) not be regarded as a source of optimism.
- d) be pulled out by the roots and hung on the garage wall.

(22) Select between a,b,c, and d to estimate the value of a '73 240 Z with various options: 1) stock; 2)urethane bushings throughout; 3) urethane bushings and L28; 4) urethane bushings, 4 piston brakes and "built" L28; 5) full race suspension, four point roll cage, and 360-hp Chevy small block.

- a) 1) \$750; 2) \$750; 3) \$750; 4) \$750; 5) \$750.
- b) 1) \$750; 2) \$695; 3) \$650; 4) \$625; 5) \$599 OBO.
- c) Add 25% for east coast location; Subtract 25% for numbers 3, 4, and 5 for California location.
- d) Add 15% for Gatorback All Terrain Mud and Snows north of the 43rd Parallel.
- e) Add 42% for four wheel drive north of the Arctic Circle.

(23) 240 Z's:

- a) understeer below 25 mph
- b) oversteer above 55 mph
- c) may simultaneously understeer and oversteer under the right conditions
- d) may understeer over oversteer at the same speed depending in the congressman posing the questions.
- e) are a major contributor to the employee pension fund of Allstate Insurance.

f) funded the public soccer field in the city park of Kemmerer, Wyoming.

(24) A 240 Z owner will spend:

- a) six times as much on tires and fuel as on license plates.
- b) twelve times as much on insurance as on license plates.
- c) three times as much on traffic lawyer fees as on insurance.
- d) no more than 2% of the cheapest Ferrari ever built.

(25) True of False: Which of these Datsun trivia gems are true?

- a) The 240's semi-reclining seats were in fact a crude attempt at birth control.
- b) The world's record for moving the spare tire into the passenger seat *while underway* is 36.48 seconds, and is held by Chet and Arty Paul of Yarmley, Kansas.
- c) A 240 front grill can, in an emergency, be used as a makeshift barbeque.
- d) "Datsun" is Nustad spelled backwards, and was Mr. K's favorite sushi dish when he headed the 240 design team.

(26) The life expectancy of a steering column bearing is:

- a) 130 years.
- b) independent of mileage.
- c) well in excess of seven transmissions.
- d) dependent on the torque on the nut behind the wheel.

—Z



Again many thanks to all who attended. It was great to see you all there. Roger Sawyer from the [Z-Car Club of Washington and] Nth West Datsun Enthusiasts Club even popped in for a few hours on Saturday with his Orange '73 240Z. It turned out to be a fun family weekend with lots of wives/significant others as well as kids enjoying the ride as well... a special mention of a second generation Zeder – Mark and Janene Mullen were accompanied by their daughter Leah who turned up in a nice 280ZX – that will be nicer next year.

It was a financial break-even weekend. After all was said and done – the camp site/kitchen/food supplies etc. paid – the BC and Washington Clubs each walked away with about \$50 each. So in terms

## Test Your Datsun Trivia

Here are some more questions continued from last month from Doug Antelmann that will tax your noggin:

- (6) Which of the following is the correct engine for a 240-Z?
  - (a) L24
  - (b) L26
  - (c) L-1011
  - (d) 350 V8
- (7) "Mr. K" is:
  - (a) the father of the Z.
  - (b) the father of low calorie breakfast cereals.
  - (c) the Godfather.
  - (d) Henry Kissinger.
- (8) A "jack shaft" is:
  - (a) 2 parts Jack Daniels, one part Vermouth.
  - (b) A black private eye movie series from the 70s.
  - (c) A high-stakes card game played in Datsun garages.
  - (d) a leftover part from a previous model that found its way into early overhead cam Datsun engines.

of a financial success – yes it was – it was fun and it was cheap... the perfect guage.

A special mention to the Internet Z Car Club – thanks for allowing all the posts and allowing the communication between the individual Z owners – if it wasn't for the list/digest we could never have spread the word to so many.

The Washington club will have some shots up shortly... so visit their page often to see the regular assortment of Z Stuff. Again thanks to all for coming! It was great to see old faces and make new friends! We'll do it again next year and push for a 70 car event... with lots more to come in the future...

—Z

(9) The stock antenna on a Datsun roadster can double as a:

- (a) fishing pole.
- (b) Ham radio.
- (c) key bender.
- (d) S & M device.

(10) What do Stanza, Sentra and Altima have in common?

- (a) they all have no meaning.
- (b) they all end in the letter "A".
- (c) they all are the same car.
- (d) they all have no soul.

(11) A 210 is:

- (a) an LA freeway.
- (b) a road block.
- (c) a 510 that went on a diet.
- (d) 500 bucks off a 710.

(12) A B-210 is:

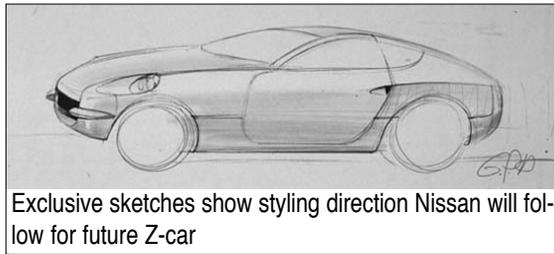
- (a) a "Big" 210.
- (b) a japanese beetle.
- (c) the auto equivalent of a cockroach.
- (d) possibly the ugliest car Nissan ever made.

## Z-zealots Crave New Z-car

From the August 24, 1998 edition of "thecarconnection.com" by Managing Editor Peter Hubbard.

Can a revived 240Z revitalize Nissan? Many inside the company think so. In fact, from the moment that Nissan pulled its pricey 300ZX sports car from the market after the 1996 model year, there have been rumblings about a Z-car revival.

We have seen the new Z-car concept, and came away impressed. Following the same path as the New Beetle, the Z Concept is essentially an update of the original Datsun 240Z. It's about the same size and shape, with perhaps a more rounded tail. Also, the tail-lamps on the actual car wrapped around the flanks of the car, rather than running along the sides of the rear glass. Now it's your turn to take a look - as we show actual artist sketches used to construct the concept car.



Exclusive sketches show styling direction Nissan will follow for future Z-car

During a recent press preview for the Z concept car, as well as other future Nissan products, Jerry Hirshberg, president and founder of Nissan Design International said his studio was dedicated to keeping the same shape as the original Z, but with some distinctive styling features that will capture attention.

"We went with the same front-end look, because that was the car's signature," he said. "but we tinkered with some new ideas for the rear of the car, and the doors. We feel the curving character line which wraps around the back of the car and up toward the door handles creates a strong sense of motion."

### 'Retro' all the rage

But is retro really the way to go? Hirshberg thinks so, and all evidence seems to point in that direction. First, there is Chrysler's experience, and the runaway success of both the Viper and the Prowler. These "concept-cars-come-to-life" have

done more than their share to breathe new life into both brands. In fact, every model in the Dodge line now wears a version of the Viper's bold face. While Prowler clones are not yet prowling, the Plymouth Pronto and Cruiser concepts suggest some may be coming soon.

But Chrysler isn't the only automaker enjoying retro success. This year, the arrival of Volkswagen's New Beetle has rekindled Beetlemania. And Ford is hoping a similar phenomenon will occur when its new version of a '50s dream car - the original two-seat Thunderbird - returns to dealer showrooms in a couple of years.

The original Z-car was a true sensation, opening the door for several small, yet swift Japanese sports coupes, including the Toyota Celica (later Supra), Mazda RX-7 and Isuzu Impulse. The car, as well as its successors (the 260Z, 280Z, 300Z, and 300ZX) were all were fine sports cars in their own right.

In fact, when Nissan held a giant retirement party for the 300ZX sports car two years ago this month at the Peterson Automotive Museum in Hollywood, the company promised it would not let the car's central position in the company's history be forgotten.

### Z father, Mr. K.

Shortly after that, Nissan's series of humorous and memorable "Enjoy the Ride" commercials featured a toy adventurer (a.k.a. GI Joe) stealing a "doll" away from her tennis-playing boyfriend by offering her a ride in his Z-car. She gets dressed up and "lets her hair down," while the jilted boyfriend shows a worried frown.

What the vast majority of people don't know is that the smiling Japanese gentlemen in the commercial represents Yutaka Katayama, or "Mr. K," as he was affectionately known inside the company.

(13) An 810 is:

- (a) An LA freeway.
- (b) A 510 plus a 210.
- (c) a parts car for L-series engine owners.
- (d) driven by the really brave.

(14) Which of the following can be heard from over 5 miles away?

- (a) A 240-Z under full throttle.
- (b) A 2000 roadster with blown timing chain.
- (c) any Datsun with a 7-blade plastic cooling fan.

(15) SU carburetors work best with:

- (a) 10W oil.
- (b) 20W oil.
- (c) Newman's Salad Dressing.

(16) Nissan is restoring old 240-Zs because:

- (a) they can't sell their new cars so they're reselling old ones.
- (b) they ran out of space for old parts.
- (c) they wanted to drive up the prices of early Z cars.
- (d) Les Cannaday's blood pressure is too low.
- (e) it seemed like a good idea at the time.

(17) The numbers 4-3-2 in the 432Z stood for:

- (a) 4 built, 3 ran and 2 left in existence.
- (b) 4 tires, 3 flat and too bad.
- (c) 4 valves/cylinder, 3 carburetors and 2 exhausts.
- (d) nothing at all, the Japanese like 3 digit numbers.

(18) A G-nose is:

- (a) Something a stripper would wear.
  - (b) an "erogenous zone".
  - (c) a good way to empty your bank account.
- (19) A Datsun 240-Z tachometer:
- (a) is big and wonderful.
  - (b) has a yellow zone and red zone.
  - (c) doubles as a temperature gauge in hot weather.

(20) A Datsun clock:

- (a) is never correct.
- (b) is correct on other planets.
- (c) is correct twice a day.
- (d) is a good excuse as to why you're late for work 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  
600 N. Reed St. #17  
Sedro-Woolley, WA 98284

**Total Car Care Manual**

Michal Thompson sent the following to the Z-Car List

A friend of mine who works at Napa came across a 'new' book on Z's and immediately ordered it for me (he says it was the only copy in the Napa distribution system west of the Mississippi). I don't know how new it really is, since it has a copyright of 1996. It is one of Chilton's new 'Total Car Care' series devoted to the Z cars 1970-88. To my surprise, this Chilton manual appears to be far better written and illustrated than any other Chilton book I've tried to use on other car makes. It is both more basic and more thorough than either my Haynes or Clymer manuals which are devoted exclusively to ZXs 1979-83. . . and much better suited for inexperienced home mechanics, such as I.

If anyone on the Z-list wants to order one through Napa or your neighborhood mega-book store: Chilton Nissan Datsun/Nissan Z & ZX 1970-88 (part No. 8846) (ISBN 0-8019-8846-2). It's priced at about \$20.

**Book Follow-up**

In last month's issue of The NewZletter there was an article on the new book "Datsun Z - Fairlady to 280Z." Here is a follow-up from Editor/Publisher of Z-Car & Classic Datsun Magazine Marc Sayer.

One of the things I am doing as the new owner of Seacoast publishing is looking at areas other than Z Car & Classic Datsun Magazine where I can offer Datsun enthusiasts special services. This is partly why I am producing the ZCCD Z car calendar and am selling the Classic Datsun Calendar. I am also starting to sell (and perhaps publish) Datsun oriented books. Brian Long's book Datsun Z Fairlady to 280Z was the first book I stocked. I have had his second book, which picks up where the first book left off and follows the Z from 280ZX to the last 300ZX, on B/O for about a month now. I am also selling the two Long books at \$39.95 but I

am giving a 10% discount to any Datsun club members (and yes the IZCC is a club :-), which brings the price down to \$35.95.

Long's book has Mr. K's stamp of approval, in fact he asked Johnnie Gable to try to help promote the book, which was how I found out about it.

**Die-Cast Models**

Adrian DiPiazza forwarded this to the Z-Car List

For all you toy heads.... I was directed to a website that has a gazillion models - lots of Datsun/Nissan stuff as well... enjoy.. : )

<<http://www.wbs.ne.jp/bt/models/english/index.html>>.

**C&D on the new Z**

From October 98 issue of Car and Driver has the following details on the new Z:

- Clay model shown styling clinics was 6" longer than first gen, with a foot longer wheelbase so less overhang front and rear.
- Same rear quarter window shape as 240Z, same headlight design, same reclining seating position, but looks "slightly inflated" for more interior room. Design chief Jerry Hirschberg says "The headlights have the soul in this car".
- Will be rear wheel drive, with long hood, and a flat glass hatch.
- Nissan debating internally whether to go low volume, high price as an image car, or make it affordable for volume sale.
- Will likely be out in 2001.



He was the first executive from Japan, and headed up Datsun's entry into the U.S. Not only that, he is as strongly tied to the Z-car as Lee Iacocca is to the Ford Mustang.

Realizing the need for a Japanese sports car capable of matching the baby boomers' zest for driving sporty cars, he was largely responsible for the introduction of the Datsun 240Z to America in 1969, and is considered the "Father of the Z."

After its arrival, the Z-car quickly established itself as a classic in terms of automotive styling and performance. The Z-car became the fastest-selling sports car of all time (reaching 1 million in sales before the Corvette), and defined Nissan's performance heritage in America.

**Racing Z's**

In fact, actor Paul Newman, whose auto racing accomplishments include a victory at Le Mans (in a Porsche), got his start with Datsuns, and won an SCCA National Championship in 1980 in a 280ZX. He started racing in 1973 in a Datsun 510, and drove 240Z and 280Z race cars for Bob Sharp Racing.

Sharp, himself, father of current racing champion Scott Sharp, won several national championships in the 240Z and 260Z in the '70s.

Other famous Z-car racing champions included the late Jim Fitzgerald, Northern California's Frank Leary, IMSA GTU and GTO champion Don Devendorf, present Nissan racing director Frank Honsowetz, TV racing commentator Sam Posey, and Pizza Hut founder Frank Carney.

Given that kind of heritage, it's plain to see why Nissan still has "Z" in its blood.

Another little-known fact is that after the demise of the 300ZX, Nissan continued selling Z-cars - used Z-cars that is! A select group of 10 Nissan dealerships around the country were designated as "Z-Stores," and were involved in a highly unique

"Vintage Z" program. The program involved marketing newly restored first-generation Z models - Datsun 240Zs.

**Z restoration program**

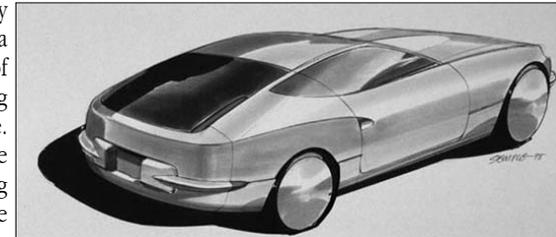
The vintage 240Z models underwent a painstaking restoration process at Pierre's Z, a renowned California restoration shop that specializes in Z-cars. The experienced restoration garage is owned by Pierre Perrot, a former race car driver who has worked on Z-cars for 28 years.

The two-month restoration process involved tracking down original parts where they were still available, and then re-creating parts that are no longer made. Nissan engineers

oversaw the restorations, guiding the restoration crews through the step-by-step process with a 25-page quality control manual. About 800 new parts were added to some of the restored 240Zs in order to ensure consistent quality to each restoration.

The painstaking process began with a full disassembly of each vehicle, inspection and inventory of each part, bodywork (when needed), complete engine and drivetrain overhaul, suspension overhaul, brake component replacement, interior replacement or reconstruction, and outside trim

See Z-zealots Page 17



Exclusive sketches show styling direction Nissan will follow for future Z-car



## Retrospective: Preview the 1990 300ZX

From the Summer '89 issue of The Z Club of America's Bulletin

### An exciting preview - the 1990 300ZX

The stage was set and it couldn't have been any more impressive. A cocktail party in the Hayden Planetarium in New York City with the guest of honor, the 1990 300ZX, on grand display in the adjoining Museum of Natural History. The 200 or so guests in attendance were personally invited by Nissan and were all present or former Z car owners. There were no dealers invited. It was Nissan's marketing strategy to get owner impressions of this all new Z car.

By the time you read this, the new ZX will be at the dealerships and you will probably have seen articles in all the major car magazines detailing all the great changes and improvements Nissan has made over the old 300ZX.

The March 1989 *Road & Track* article written by Dennis Simanaitis is excellent and I suggest trying to find a copy of this issue and adding it to your permanent collection.

I've owned Z cars since 1970 and have driven every model both stock and modified up to fully race prepared. Personally, I can't wait to get my hands on this 1990 300ZX. My original 1970 240Z (which I still have) set the standard for all sports cars that followed and yet with time Nissan began making changes that enhanced the Z's consumer

appeal but took away from the serious driver's ideal. Well guess what, it looks like it's back!

Over the last few weeks many club members have expressed sheer excitement over this new ZX. Please drop a line with your impressions and we can share them with all the club members. We as a club needed this new Z, it will put some fire back into our bones and stimulate those feelings of old!

I am sure that some of you will buy this new 300ZX and we want to know who the first Z Club member will be to take possession of one. When you get yours, take a photo of you with the car, then include the day, time, location, dealers name and a brief description of

your first

drive

and

send it

to us for

use in the

bulletin.

Once we

determine who is the

first owner we will send you a

good luck gift for you and your new

Z car and put your picture on the cover of the bulletin.

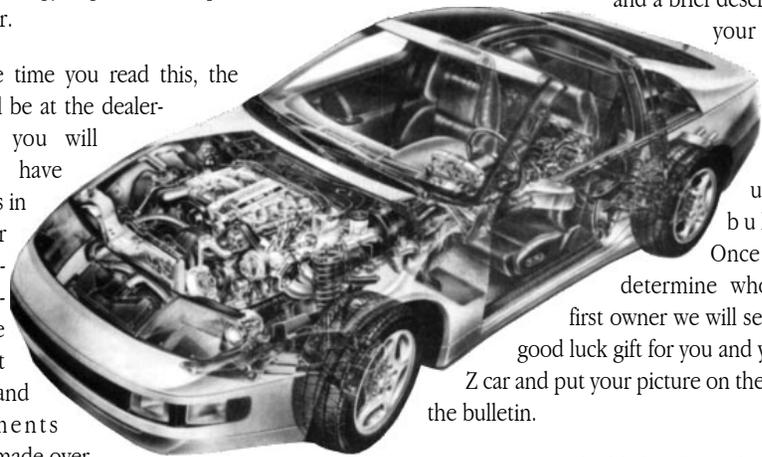
Here are some highlights from the *Road & Track* article:

The unibody structure, completely new, is 35 percent stiffer in bending mode and 20 percent stronger in torsional respects than the one it replaces.

The 300ZX's corrosion resistance is enhanced by widespread use of a new 2-side-zinc/nickel coated steel.

To say the brakes are conventional is only in contrast to the 300ZX's suspension and steering.

Continued Page 13



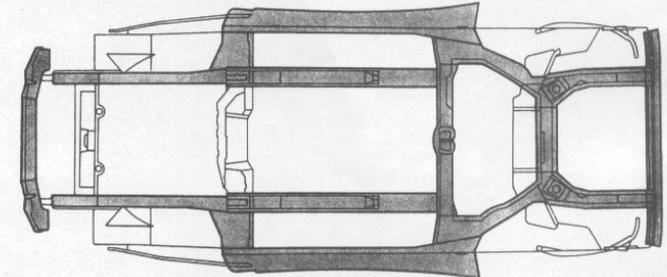
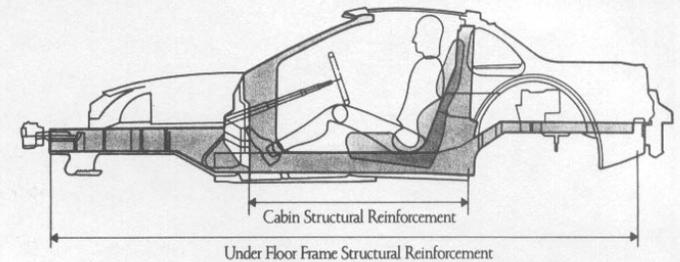
They too are high in technological content, with 4-wheel vented disc, opposed-piston calipers of aluminum for reduced unsprung-weight and ABS as standard equipment. The wheels of the ZX have an open spoke pattern; this, for at least two reasons: assuring maximum air-flow for cooling the discs and as styling statements, giving tantalizing views of the discs and caliper assemblies. This is a car that's proud of its mechanical nature.

Other controls in the 300ZX cockpit show similar care in development. There's a unity of form and function that's evident to anyone familiar with Nissan's Arc-X concept car, its new Maxima or the 240SX. Soft contours and interesting textures, and free flowing panels predominate. The driver's environment is centered on an instrument cluster, thankfully large, readable and analog, rimmed by controls for heat/vent/ air conditioning and wipers. To the left are lights, cruise-control master switch and rear window heat. And each of these controls are Honda-esque in

Five years ago, a group of engineers at Nissan® embarked on the most formidable challenge of their careers. Creating an entirely new 300ZX.™

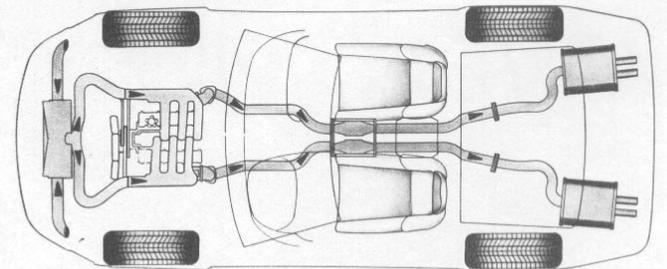
They were given the freedom to begin completely from scratch, to rethink every aspect of the car, down to the smallest nut and bolt if necessary.

The goal they set for themselves was simply this: Build the finest sports car in the world. A car for one driver in a thousand. This is how they did it:



A conventional intake and exhaust system would have never accommodated the kind of power we envisioned. So we designed a separate system for each bank of cylinders. It's as if the Z™ has two engines powering a single drive shaft.

Using two Cray Supercomputers, we were able to improve the Z's bending rigidity by 35% and torsional rigidity by 20% over last year's model. What's even more remarkable is that we had to increase the car's weight by only 55 lbs. to achieve these figures.

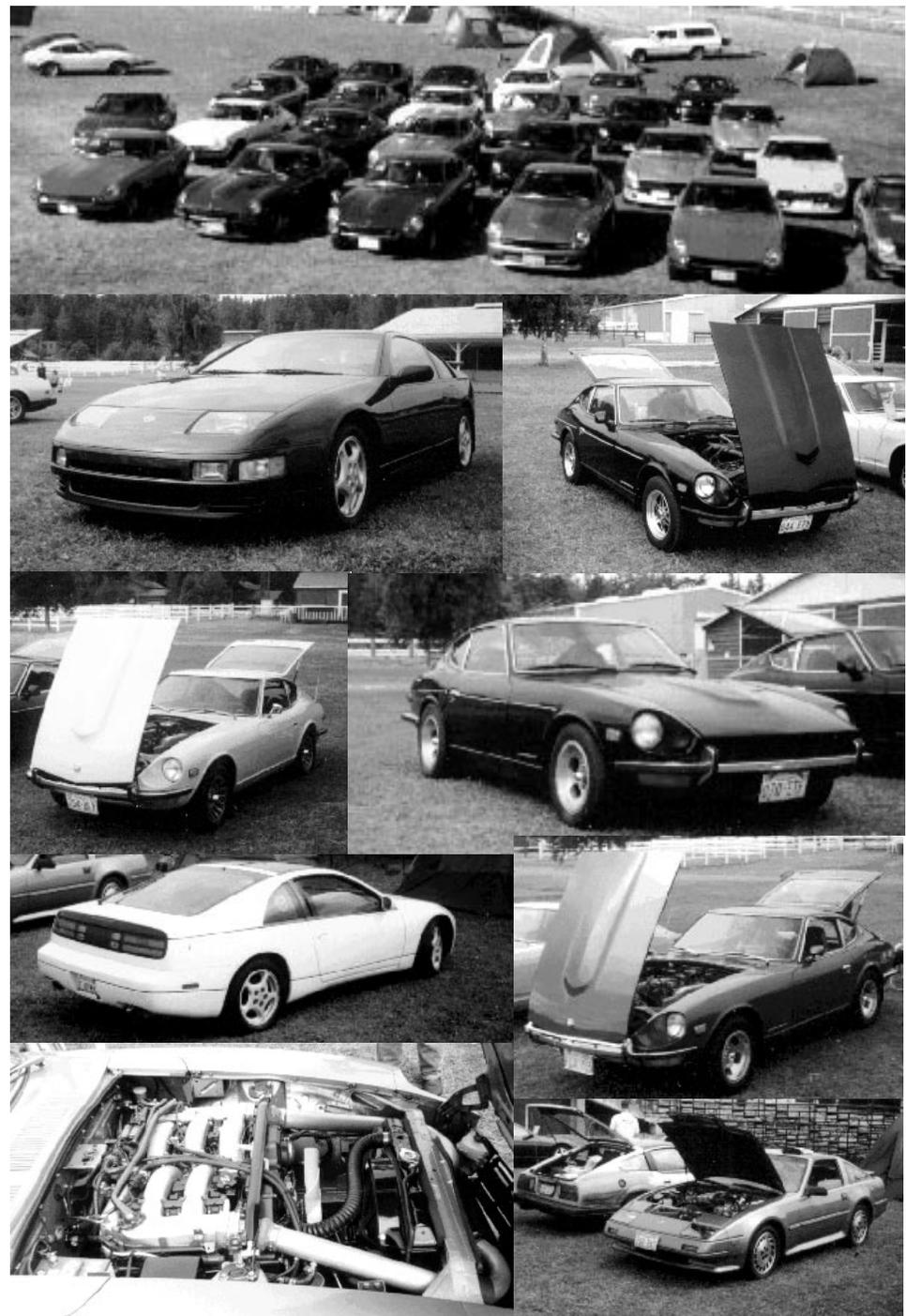


See 300ZX Page 17

# More Meeting of the MindZ Pics



# Meeting of the MindZ Pics



# ZCCW Automotive Activities Calendar

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			

**September 13**

BCZCR - All Nissan Show & Shine

**September 26**

ZCCW General Meeting - 3:30 - Alf's in Everett

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

**October 31(?)**

ZCCW General Meeting - 3:30 - Location TBD

November						
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					

**November 28(?)**

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

—— What's Coming Up... ——

**December**

ZCCW Christmas Party - Date/Location TBD

and/or

2nd Annual Christmas Charity Drive and Holiday

Poluck. To benefit the children at Children's Hospital.

Details to come.

*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).*