



Z-CAR CLUB



OF WASHINGTON

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Z-Car Club of Washington

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# Gimme Justice.....

There's lots of injustice in the justice system and the area most of us are most likely to personally experience it in the enforcement of traffic laws. For instance, what's so galling about a speeding ticket is that the chances are virtually one hundred percent that in the ten minutes before and after you are stopped for an infraction, you will observe perhaps ninety-nine other drivers getting away with what you were just stopped for. Adding insult to injury, chances are good that you will also see a few blatant offenders do some really evil stuff in the same time period and get away with it. You know what I mean—abrupt lane changers that destroy your carefully managed distance to the car in front of you; weavers; people doing forty miles an hour above, or below, the traffic flow; people

putting on makeup, or shaving, or reading—that sort of thing. Chances are also pretty good that you'll also see traffic patrol people pull the same stunts (well maybe not the makeup). And who's going to stop *them*, huh?

Not all dangerous activities are illegal, however, and that rankles with the same vibrational intensity as those that are. But every once in a while some light shines into the dark storm of driving experience, and I say to myself: "I'm glad to see somebody got *something* right." So it is with the following piece from the Reuter News Agency. I admit to a particular sensitivity and ire to this issue. Even though I see their utility, I hate roadgoing cell phones with a passion. Now I have a documented reason. Some countries have banned cell phones, but we haven't caught up yet. Here's a good reason to try.

Thursday February 13 6:47 AM EST  
BOSTON (Reuter) - The risk of having a traffic accident while using a cellular phone is the same as that while driving drunk, according to a study appearing in Thursday's New England Journal of Medicine.

University of Toronto researchers found cell phone users four to five times more likely to get into traffic accidents than those who do not use them. "Telephones that allowed the hands to be free did not appear to be safer than hand-held telephones," they said. "This may indicate that the main factor in most motor vehicle collisions is a driver's limitations in attention rather than dexterity."

An editorial by Malcolm Maclure of the Harvard School of Public Health and

Murray Mittleman of Beth Israel Deaconess Medical Center in Boston said the research was the first "direct evidence that the use of cellular telephones in cars contributes to roadway collisions."

The Toronto study by Dr. Donald Redelmeier and Robert Tibshirani said the risk "is similar to the hazard associated with driving with a blood alcohol level at the legal limit." A definitive study with people randomly assigned cellular phones so their accident rates could be checked was unlikely because it would be difficult and possibly unethical.

Representatives of the cellular phone industry were quick to cite what they said were the study's shortcomings. The Cellular Telecommunications Industry Association, a trade group, said in a statement that the study dealt with an association between accidents and the phones. The researchers did not directly assess whether the phones caused accidents. The association also said cell phone use was way up and traffic injuries were down, showing users drive safely.

Nonetheless, the findings were likely to reverberate through the cell phone and insurance industries, and among drivers and government regulators as well. About 35 million Americans have cell phones.

Brazil, Israel and Australia have banned the use of cellular telephones while driving and the new finding may spark similar moves, even though the researchers stressed that there are benefits to the phones, such as the ability of drivers to make emergency calls quickly.

See JUSTICE page 7

## Next Scheduled Meeting

Saturday, March 29

3:30 pm at Rose Hill Alehouse, Kirkland

### On the Agenda:

Eastside Chapter, Club Goals

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### A Message from the President:

We are coming to a time where we, as a club, need to reevaluate the goals for our club. In doing such, we need to ponder what has worked for the club in the past and, based on the needs of our current membership, examine what our present needs are and implement them. Do we need to be more technical based? More of an autocross/racing focus? More club activities? Others? Now is the time to make your voice heard! We will be discussing this issue at our next meeting. So, if you have something to say, come and say it! Your attendance and input at the club meetings is one of our most valuable assets

In the spirit of making the club our club, your assistance is needed to help

coordinate some of our club activities. There are many of them coming up, some of which already have event coordinators. The challenge we face is that these members cannot do it all on their own. They shouldn't have to with a club of our size. If you have ideas for any of the already scheduled activities and would like to provide your assistance, please let us know. Also, if you have ideas for some club activities that are not already scheduled, share your idea with the rest of us

On another note... By now you should have received your survey from Oracle Strategic Research regarding your thoughts for the future of the Z-Car. If you have not done so already, I urge you to fill it out and return it

Also, as changes occur in our lives, it is now easier to keep the club records cur-

rent. The membership application on the website is now automated. Making updates to your membership information has never been easier. The online version mirrors what is found on the mailing wrap of the NewZletter

Just a reminder... We have our own e-mailing list. To subscribe send an email message to <zccw-request@sos.net> with "subscribe" in the subject line (sans quotes) and nothing in the body. To send a message to the list, send it to <zccw@sos.net

If you don't have email access and need to get in touch with the club, feel free to leave a message on our club phone line; (206) 379-2002

!Z-ya at the meeting

### ZCCW Newzletter

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

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### ZCCW Web Site

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Webmaster: .....Michael S. White  
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### Racefabber's Supply Store

For you really serious car fappers out there, here's a series of posts from the Race Fab Net list on a couple of parts houses:

Kirk Anderson wrote: "I've heard many people on this list, although none recently, discuss lathing their own bushings from bulk stock (e.g., Delrin). I would like to hear from any of you who have done this in order to learn where you acquired/purchased your material, in addition to cost issues and the like.

Mike Kohlbrenner responded: A place I use at work for things like this is McMaster-Carr. I don't have the number handy here at home, but I call a NJ number, I think. For "Racefabbers" McMaster-Carr is a great number to keep handy. They are pretty impressive when it comes to shipping out small quantities of stuff. They take Credit Cards and I don't think they care if you are a business. I have placed orders with them for an odd set of parts (like three shoulder screws, a special tap, and a 4' chunk of UHMW-PE stock, for example). I call one day around noon, and that odd order is at my company in MA — THE NEXT DAY! They also have that special "FIA approved" cushioning material.

David Breslau (breslau@space.mit.edu) responded: "I'll second the motion - McMaster-Carr is a terrific place to deal with. Decent prices, almost everything in stock, and EVERYTHING under the sun in the catalog. They take credit cards, so ordering is easy. The phone number for the NJ branch is (908) 329-3200, E-mail is nj.sales@mcmaster.com

Chris Kantarjiev (cak@dimebank.com) also responded: "The hardest thing to get used to with McMaster-Carr is that they are reluctant to send out their catalog to small customers, citing the cost of printing and mailing. It's too bad, because their catalog is a wonder to behold and browse through. The lack of a catalog should not stop you from ordering, though; they will gladly look things up over the phone and fax pages to you.

Another supplier that is more oriented towards tools and tooling than "supply", is MSC (formerly Manhattan Supply Company). They also have a huge catalog, which they send out free. Their service is excellent - I typically get my stuff next day for normal UPS ground rates. They don't have as much of the little hardware stuff as McM-C, though. Call (800) 645-7270 to request a catalog.

## February General Meeting Minutes

Meeting called to order at 3:40 p.m.

We began collecting dues and handing out membership cards! Please fill out a copy of the application so we can update our records! Dues are due in January.

The swap meet is ready to go! Paul put an ad in Buy and Sell and Little Nickel and got a lot of responses. We need to have an information table. Micheal will take care of the info table.

Adrian from BC mentioned that some folks from Canada might be coming.

One of the issues that arose since the last meeting was Associate Membership for those who can't attend meetings or other activities. It essentially pays for the newsletter to be sent. We voted unanimously to create an Associate membership for an annual fee of \$15. Tim will edit the bylaws and provide copies next month.

National Convention is in York PA this year. Roger wants everyone to go with him, so please sign up! Roger also

has application forms so let him know if you are interested.

For anyone not going to the national convention... Group Z and ZONC are having a mini convention Saturday August 2nd at the Nissan Headquarters in Gardena, California.

Paul did some checking on the BC/Washington Meeting of the MindZ. We want to hold it the same week that there is a big car show in Port Townsend put on by the PT Kiwanis. That would be the weekend of August 16th. Paul would like some help organizing something for this event. We have been pretty laid back in the past, but Paul would like to get some events arranged for this iteration.

Paul got a letter from Oracle Strategic Research. If you responded to Michael's announcement, you should be getting information in the mail soon for your survey on the future Z car.

Michael has a lot of information from the NMZCC. He got a lot of good ideas for what we could use to help induct new members like a license plate frame. They also have a new member's activities guide

that shows what we have done in the past with pictures and descriptions. Michael said that he would prototype a few items.

They also have an application form with lots of club info that they leave at all the sponsors. Michael will make one up and have it for the swap meet.

Paul got a call from Bill Frizell for Sunday July 6th in Waterfront Park in North Vancouver. They are planning a barbeque and will sell shirts and hats. They are talking about charging a \$10 entry fee. They want to know in early June. If you are interested, let Paul know of contact Adrian DiPiazza of the BC Z Register.

Paul has a huge supply of newsletters from other clubs. He also received a brochure of car club merchandise.

### Other

If you have any information or pictures you would like to have put up on the Web page, talk to the webmaster, Michael White. Any automotive articles or links are welcome.

The meeting adjourned at 4:24pm.

## Z Clothing/Apparel

Looking for Z-logoed clothing items? Check out an all-new line of Classic Datsun clothing at:

<http://www.classicdatsun.com/clothing/clothing.html>

Doug Antelman writes: We have created a unique collection of hats and shirts for the DATSUN enthusiast. Our top quality clothing features full embroidery, 100% cotton, durable construction. Shirts feature your name embroidered in chest area, with Z, roadster or 510. Hats feature the car logos, with a "DATSUN" patch on the rear. A must for this summer's excursions and car shows. Plus they make you look good! Order yours now!

## Z Desktop Theme

For you computer people, here's a Z desktop theme post from Kyle Hagemann ([kyle@sonic.net](mailto:kyle@sonic.net)).

For those who've been interested in the past, I've finally posted the completed Z-car Desktop Theme for use with Windows 95 and Microsoft Plus!. I understand there's also a shareware (freeware?) program to allow users without Plus! to get the matching colors/pictures/icons/sounds available with the Theme files. I don't know about you poor Mac guys, though.... Anyway, it's pretty small (720K) and the product is pretty cool, try it. Point your browser to:

<http://www.sonic.net/~kyle>

I really get a kick out of Kyle's current sig file. Remind you of any car project you have?

"If you mess with a thing long enough, it'll break."

Oh Yeah....Regarding the "poor Mac people", our own webmeister Michael White posted the following in response to Kyle: "As far as us 'poor' Mac guys.... If you are looking some Z desktop pattern/picture utilities, e-mail me. I've got a list of different extensions or control panels that will allow you to do just this and they are all either shareware or freeware and can work with different file formats."

## Open WIDE: Big SU's

Z people looking for carburetor alternatives for early Z's quickly find that the list of options is short and expensive. A recent, brief post in the 240 club brought up an alternative that I mentioned a long time ago: larger SU's. But this time the post mentioned on what cars these cars were originally supplied. Per Adelson <per\_adelson@vtc.volvo.se> wrote the following in response to an inquiry about where one might find these carbs in the US. (If it seems you're coming into a conversation at midstream, relax: you are.

"OK, don't misunderstand this. The engine I was talking about is a modified engine, aspirated via two 2" SU's. The reason for the SU's is mainly because of class rules, but the SU's will do approx. They same work as Weber's do. What they also do is they make the engine a bit "sluggish" in response if you compare with the Weber's. This is [because] the pistons...can't rise fast enough because of damping.

The cars I was talking about in my original message were the Rover 2000 and the Volvo "Amazon" GT. The Rover had 2 SU's and the Volvo had 1 (I think). Two of the advantages with these carburetors is: 1. The needles are hung from springs so the "alignment problem" is gone. 2. There are a variety of needles and jets so you will probably be able to find set-ups to suit almost any cam.

## Keeping Good Time

Accurate ignition timing is critical to any high performance engine. In case you've forgotten this little trick from Paul Richer, here it is again. Remember that you should never trust the timing marks on the flywheel. Nor should you completely rely upon the sheet metal timing plate bolted to the block. Measuring piston location is the only way to really know exactly where top dead center is. How do you find the actual top dead center?

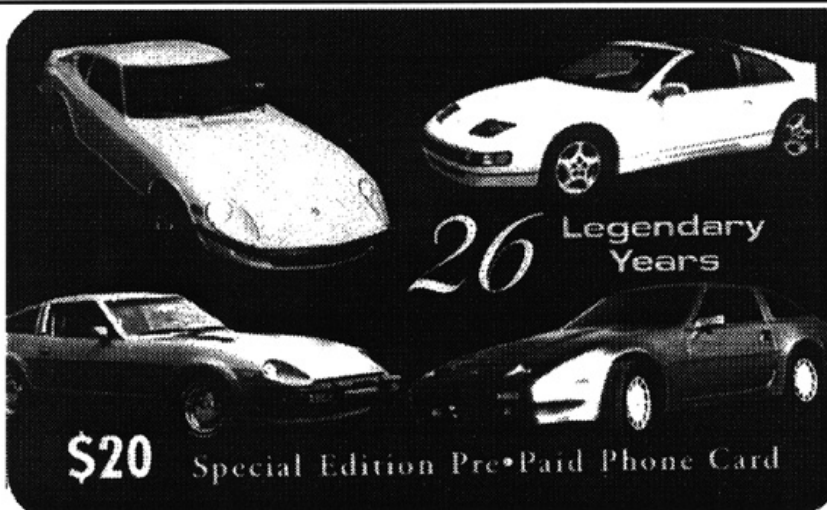
"An easy way to do this is to use a mechanical "stop" screwed into the #1 spark plug hole. You can make one of these stops out of an old spark plug. Knock out the ceramic "guts" and tap the metal shell for a bolt (I think mine has a 3/8 bolt). Screw this assembly into the plug hole and thread the bolt in far enough so that it will contact the piston somewhere near TDC. GENTLY turn the engine over by hand until the piston comes into contact with the stop and put a reference mark on the pulley (reference off a stationary part of the engine). Now rotate the engine in the opposite direction until the piston again contacts the stop. Make another reference mark. TDC is halfway between these 2 marks.

\*\*\* CAUTION \*\*\* BE SURE to disconnect the battery when messing about with this device. If someone—anyone—tries to use the starter with the "stop" in place... its BAAAAD NEWS!

As long as we're talking about ignition timing, here's another post by Stephan Lamb (lamb@hotblk.aed.dsto.gov.au) from Oz on distributor identification.

"The stock 240 distributors are....all pretty simple (the single point ones anyway). Below the breaker plate, there is a couple of bob-weights with springs (2 I think, one for each weight). Each bob-weight has a pin which engages a slotted plate attached to the bottom of the points cam. The length of these slots determines the amount of mechanical advance. The springs determine the rate of advance in conjunction with the bob-weights.

See DISTRIBUTOR page 8



### THE NEW MEXICO Z CAR CLUB

Host Club for the  
11th Annual Z-Car Convention in 1998

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This pre-paid long distance phone card features the four distinct eras of our beloved Z-Cars. Priced at only \$20 (US) for 50 minutes of long distance phone calling, you'll save up to 70% off traditional calling cards while assisting the NMZCC's Convention fund-raising efforts and collecting a cool series of sequentially numbered Z-Car Phone Cards! Order yours today!

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# Toyota oil filters sub-standard!

The Finnish car magazine "Tuulilasi" compared oil filters in its latest issue. The filters tested were all for Toyota Corolla with A-series engine.

Results in short:

Champion.....C138.....	Very good
Clean.....DO 851.....	Very good*
Biltema.....502077.....	Good*
Purolator.....Micronic.....	Good
Teho.....OK 174.....	Good*
Fram.....PH 4967.....	Satisfactory
Motorcraft.....EFL391.....	Satisfactory
Mann.....W68/80.....	Passable
M-Filter.....MH 3347.....	Passable
Toyota.....90915-10001.....	Inferior
Vic.....C-110.....	Inferior

\* With Size Reservations

Notes:

1) The "Clean" filter was wider than others, and the "Biltema" was longer.

2) The Biltema filter tested was supposedly manufactured by AC Delco.

[source: Matti Hietala]

3) Some of these filters are distributed only in Europe.

What did they test?

1) Filtration

Filters were tested with a test equipment conforming to standard ISO 4572.

The test oil was recirculated through the filter, and dirt was continuously added

to it. The test dirt consisted of particles smaller than 200 micrometers. I've picked the figures below from the graphs on the magazine. 15 mg of dirt was added to each liter of oil passed through the system. Oil flow rate was 25 liters per minute.

After 5 minutes, % of each particle size [micrometers] filtered:

	40	30	20	10
Champion.....	98	91	64	19
Clean.....	99	91	66	16
Biltema.....	99	91	62	16
Purolator.....	97	86	60	11
Teho.....	96	89	61	17
Fram.....	98	87	55	9
Motorcraft.....	99	90	61	12
Mann.....	98	88	56	10
M-Filter.....	96	85	50	10
Toyota.....	88	77	31	0
Vic.....	87	71	39	4

After 10 minutes, % of each particle size [micrometers] filtered:

	40	30	20	10
Champion.....	97	90	63	18
Clean.....	97	91	62	13
Biltema.....	95	88	56	11
Purolator.....	97	82	52	9
Teho.....	98	86	56	15
Fram.....	97	85	51	5
Motorcraft.....	97	92	62	16
Mann.....	96	83	50	7

M-Filter.....	94	80	47	9
Toyota.....	81	60	25	1
Vic.....	81	68	39	4

Time until blocked (bypass valve opens):

Champion.....	16-18 min
Clean.....	21-23 min
Biltema.....	29-33 min
Purolator.....	22-26 min
Teho.....	16-18 min
Fram.....	22-26 min
Motorcraft.....	13-15 min
Mann.....	25-27 min
M-Filter.....	19-27 min
Toyota.....	16-23 min
Vic.....	20-20 min

2) Anti-drainback valve operation:

All except Vic held the oil.

(You can test this yourself, if you want. Find a bolt that fits on the thread in the filter, fill the filter with oil, and with the bolt screwed in, turn the filter to its side, like it is on the engine block. Does it leak?)

3) Bypass valve operation

Some filters leaked slightly through the bypass valve early before the filter elements were blocked, but at worst only 22ml/min. Compare that to the 25000ml/min total flow in the test, and you see that it is totally insignificant.

## Engine Fires Update

I've included this old post from Windy City Z Club before, but some of you may have other Nissan's in your driveways besides Z's, and the general awareness it brings is good.

"Nissan says engine fires reported in 1984-'89 model 300ZXs and 1985-'88 model Maxima's resulted from increased levels of MTBE (methyl tertiary butyl

ether) added to fuel to produce oxygenated gasoline, required in many states to reduce pollution. Though MTBE has been used before, its concentration has been raised to 15 percent from 7 percent. MTBE producers and petroleum companies dispute Nissan's claim. April 2 Chicago Tribune.

The nut of this one is to make sure that you periodically check the condition of the hose sections of your injectors. Cheap insurance.

## Life is a journey. Enjoy the ride



# Heads Up on Cylinder Heads

Here's a nice background piece on cylinder heads from Z aficionado Carl Beck.

OK lets talk heads - Just like model years, you have to ask - best for what? So first lets consider using a basically stock head, with a good valve job - i.e.: you just want to get the best stock head for your application. Most of the people that I talk to about this are putting an L28 in an early Z. ( I did notice that one person on the list wanted to keep the L24 block, but this isn't too common yet)

The basic casting on the E31, E88 and N42 (early 280Z, 75-77) head is the same. The only major differences are the size of the combustion chambers, and the valves. Some late 280 (78) heads have the round exhaust ports, and these don't have the flow of the rectangular port heads. The N42 has the notched intake ports for the fuel injection.

The early Z's (70 & 71's) had the E31 head. You can identify this head, by the part number cast on the head (E31). The number is on the passenger side of the head, just above the block, in between the first and second spark plugs. This head has 42.5cc combustion chambers, 1.65 inch intake and 1.30 inch exhaust valves, 1.5 inch intake ports, and rectangular exhaust ports. (NOTE: if when you look at the letter and numbers, the bottom of the E and the 31 aren't clearly visible - you can bet that the head has been milled - this becomes important later).

The E88 head as installed on the 72/73 Z's is basically the same as the E31, only it has a larger combustion chambers - 44.7cc with larger 1.38 inch exhaust valves.

So the (design) tradeoff that Nissan made in 72 was compression for flow - the larger exhaust valves allowed better flow, and the reduction in compression allowed them to meet the 72 emissions standards, and got them ready for lower octane fuels (i.e.: Lead Free was coming!). All three years 70-72 were rated at 150bhp.

So why do I say the E88 is the best - well there are two main reasons. (remember we are talking about using basically stock heads on street cars). First, with the

additional cost of six intake valves, I can install the 1.73 inch intake valves from the 280Z. (With the E31 head, I have to replace BOTH the intake and exhaust valves). Second, is the consideration of "margin". If I start with the E31 head, I have a higher compression ratio, which I have a hard time getting good enough gas to maintain, but then I blow a head gasket (common), and warp the head. Now I have to mill it, to get it straight again. So the compression is increased, now it pings, and then I have to reduce the timing advance, and lose power and response. If I start with the E88 head, and have to mill it later, then I still have a drivable car.

Another consideration is what pistons are you going to use? Dished, Flat Top, Turbos? You would NOT want to put the E31 head, on a L28 engine with flat top pistons. A slight mill to assure that it's straight and flat, and you wind up with a 11.+1 compression ratio - not much fun on the street - you can't buy gas for it. Octane booster, is expensive and a pain in the neck to carry with you all the time. (I know, I have several older muscle cars with 11.+1 compression ratios - fun to drive once in a while, like 1/4 mile at a time!)

So for a basically stock L28 with the flat top pistons (to pick up the compression again) I maintain that the E88 head with the bigger intake valves gives you the best all round trade-offs (this is what I have on my Z). If you use the dished pistons, then the E31 can be used, but you'll have to change both the intake and exhaust valves, and you will still have to be concerned about how much you can mill it.

Now lets say you are going to spend the big money, and do extensive head work. In this case you can start with almost any head. Most shops do recommend the rectangular exhaust ports however. —Carl Beck

And an expert—Andrew Levy in fact—did indeed add some info. He responded with this post:

“The best cylinder head is one that is flat, with no cracks and little corrosion. The E31 and the 72 E88 have a better

combustion chamber shape than the 73 E88. The E31 and 72 E88, use the smaller exhaust valves (1.30”). The E31 and E88 are based on the same casting and the port geometry is the same. The effects on the compression ratio, from the combustion chamber volume difference, is small, less than 5:1.

To which Carl replied:

Hi Andy:

I stand corrected, and your right on the money related to Flat and no Cracks. I would only add, one that hasn't already been milled once!

As per Jerry's question, how do you tell the difference between a 72 E88 and a 73 E88? (other than measuring the exhaust valve size), or “other than you've just seen enough of them to know!” What you refer to as the 73 E88 went into production 8/73 from my records. Is this the same head as used on the 260 engine or did they only use this head for a few months?

My intent in pointing out the difference between the E31 and E88 was to make people think of the “stacking of tolerances” effects when changing from the stock head on a 280 block (compared to the N42, N47, P79, P90-turbo etc.). You'll increase compression with either the E88 or E31 because of their smaller cc volumes, (lets say .5 - .7) then add the .5 for the E31, then add the .5 for a head that has to be milled, and we go from a drivable car, to one that's not so drivable.

As compression goes up and baseline octane numbers go down (which they did over the years), aside from pre-ignition, you also begin to have problems with engine heat! (I did at any rate—I live in Florida). For a street car today, I don't believe that you really want to get much over 8.5:1 - 9.0:1 max. From what I read, and from the race teams that I've talked to over the years (Bob Sharp Racing and Local Guys that run at Daytona/Sebring), the E31 head, milled a little with flat top pistons, and place on a L28, yields around 11.0 -11.5:1! With dished pistons it's still in the 10.0:1 range. Not too streetable.

## Justice

Continued

Driver error was responsible for more than 90 percent of motor vehicle collisions, which were the top cause of death among children and young adults, the researchers said. Redelmeier and Tibshirani used 13 months of accident data and phone billing records of 699 volunteers to pinpoint the time of the accident and determine when a cell phone customer was last using the phone. They also made some statistical adjustments to account for the intermittence of driving.

Among their findings:

— The risk of an accident was nearly five times higher than normal when a person was on the telephone one minute or five minutes before the accident. The typical call in the study lasted nearly 2 1/2 minutes.

— The collision rate was four times higher than expected when the call was made less than 15 minutes before the accident.

— Only after the driver had been off the phone for more than 15 minutes did the risk seem to dissipate.

— Younger and older drivers with a cell phone faced essentially the same risk.

— “Subjects with many years of experience in using a cellular telephone still had a significant increase in risk,” but the highest risk was among people who had not graduated from high school.

## What's on the Horizon...

**March 29** at 3:30 p.m. - General Meeting at Rose Hill Alehouse & Cafe in Kirkland

**April 5** - SCCA/NWR Solo II School in Kent and April 6 - Time Trials

**May 3** - Spring Road Trip to Leavenworth – Have the option of being an overnight trip!!

**July 22-27** 10th Annual Z-Car Club Convention (York, PA)

**August 16 & 17** - 3rd Annual Port Townsend Meeting of the MindZ

## Repainting Your Z

Dick Denno (rdenno@pacbell.net) posted the following on the 240 club in response to a post by Courtney Cline which he excerpts. If you're thinking about painting your car, you might use Dick's method as an example of how to prepare and what steps are involved.

Courtney R. Cline wrote:

I just joined the IZCC and look forward to sharing ideas with some fellow Z nuts! I am doing frame up restoration on a '73 240Z, and after welding in new rear quarter panels, I am finally ready to paint. I need some help in finding a good light yellow paint color. I really like Nissan Yellow code # 919, but I have noticed this color has a slight greenish tint. I am hoping to find a very similar yellow color, but without the green tint. Any suggestions out there? I have been to several auto paint stores to look at paint 'chips', but it seems as though light yellow is not a popular color these days. Also, does anyone know what shade of yellow was used on Mr. Katayama's 240Z featured in the recent Nissan Ads?

Dick replied: “I went through the same search 10 years ago and settled on the following Ditzler light yellow finish: Delstar Acrylic Enamel, Light Yellow Formula #82130, Code #117 with gloss additive. If you need the complete set of data for the primers etc., let me know. This is a pure yellow, without green or red added. It looks like an early Z color. It can be found as a German color, 1972 Porsche, called Helgelb I think.

“The following sequence was done to my car 10 years ago:

1. Rust was removed by sandblasting and phosphatizing with phosphoric acid and water solution. The surface was thoroughly washed to remove any traces of acid.

2. Bare areas were primed with etching primer, Z-Spar P-707 Prime-All, from a boat shop.

3. Sanding primer sprayed on all surfaces. One part Ditzler DZ-3 Kondar Acrylic primer surfacer mixed with 1 1/4 parts Ditzler DTL-876 acrylic lacquer thinner. The surfaces were finish sanded.

4. Sealing primer applied to all surfaces. Two parts Ditzler DPE 1338 satin prime mixed with one part DTE 101 Ditzco Alkyd Enamel Reducer.

5. Color Coat all surfaces. Eight parts Delstar Acrylic Enamel, Light Yellow Formula #82130, Code 117, with Gloss Additive mixed with six parts DTR 602 Reducer and one part DXR 80 Delthane Ultra Urethane. I suggest about six coats, waiting about 20 minutes between coats, and use a clock.

6. Clear Coat all surfaces within 48 hours of completing step 5. A) Wet sand all color coat surfaces with #600 grit wet or dry sandpaper. B) Make sure surfaces are clean and tack free. Use Ditzler DX-50 or DX-330 Acryli-clean. C) Mix 1 Gal Ditzler DAU-82 Delglo Acrylic Urethane Clear with 1 Gal DAU-2 Deltron Acrylic Urethane Catalyst with 2 Qt. DTU-501/DTU-504 Polyurethane Reducer. or c. Mix 1 Gal Ditzler DAU-75 Delclear Acrylic Urethane Clear with 1/2 Pt. DXR-80 Delthane Spray. D) Spray c. mix at about 45 PSI, at least 3 coats with a 20 minute wait between coats. E) The final coats should be done in a spray booth and the car should be left overnight to dry.

7. The final rub out I used was to sand the entire car with 1200-1500 grit sandpaper and buffed it with 3M Finesse-it II finishing material and then hand rubbed the surface with 3M Imperial Hand Glaze. You need to check the current equivalents to these formulas with a Ditzler Dealer. I have had this finish on my 72 240 for 6 years. I never polish it and only wash the car about once a month and touch up the scratches. It looks nearly as good as the day I finished it.

Good Luck, Dick Denno

## Two Auto Web Sites

Searching the Net the other day, I came across two web sites I'll pass on to you: The MSD site and the Performance Suspension Technology site. MSD/Mr. Gasket, maker of ignition and fuel management systems (primarily for V8's), has a few interesting things for Z owners, including various high performance coils, and components for custom, build-it-yourself EFI systems. PST, which produces suspension bushings and aftermarket control arms, is geared toward the Chev/Ford hot rod crowd and has nary a thing for Z's, but it is still quite interesting. What set these two apart was their online catalog request forms. Both catalogs are free, and both arrived in a matter of only a few days. This is quite a change from the majority of other companies that check their e-mail fortnightly, or when Herb gets free from the order desk. MSD's set of documents included an ignition catalog, a fuel management catalog (including injectors, fuel rails, injector pockets, high pressure fuel pumps, various sensors, and a *very* low profile Chevy distributor with an ECU injection synch signal); a list of distributors; a reprint of an ignition system survey article; and a publication by Hot Rod that describes how to do a variety of common maintenance jobs including setting valve lash, finding vacuum leaks, and bleeding your brakes.

MSD's URL is:

[http://www.motorville.com/gasket\\_ho me/gasket.html](http://www.motorville.com/gasket_ho me/gasket.html)

And PST's is:

<http://www.p-s-t.com/>

## Wheel Alternates for Z's

A couple of issues ago I mentioned that it would be nice to know what other cars shared the same wheel size and bolt pattern as the early Z. I asked around but didn't get much of an answer until I talked with ABC Tire Co. in Everett. He had a chart, but better yet, he had a good memory. I had thought there would be several cars that had wheels matching the Z. I was surprised.

ABC's opinion was that the only wheel that would fit an early Z is a later 280 Z. Here's why. Wheel compatibility includes not only bolt number and spacing, but also the wheel offset and the size of the center hole. The early Z's 4 bolt, 4.5" bolt diameter was matched only by Ford which made a few wheels in that size. However both the Ford center hole diameter and offset are different. The only difference between the 240/260 wheel and that of the 280 was width: an increase of half an inch from 4.5" to 5.0". The people there also said that they know of no book anywhere that listed all wheel diameters, widths, center hole diameter, and offset.

So now you know, at least until someone comes up with more info. So that's why you've had such a time finding wheels for your Z, and why aftermarket wheels for the Z are rather few and far

## Early Z Disc Brake Upgrades

I've also included this info in previous newsletters, but the interest in brake upgrades is one of the hottest and most continuous of topics to early Z owners. So here's a little review from Steve Golik (goliks@knox.pcec.philips.com):

Back in 1992 when I wanted to upgrade my front brakes (in my '74 260Z) to vented rotors, I used a Toyota 4-piston caliper and a rotor from either an '84 or an '85 non-turbo (four lug nut) 300ZX. This caliper was used on the 1986-88 Toyota 4WD pickups and 4-Runners. I used the 300ZX rotor instead of a 280ZX because the larger diameter of the 300ZX rotor (274mm vs 252mm) results in correct pad to rotor alignment.

I did need to have a spacer machined to fit in between the rotor and wheel hub so that the rotor was positioned correctly, but otherwise this is a "bolt-on" modification requiring no changes to the strut assembly other than a slight trimming of the backing plate. There may be a rotor out there somewhere which has the correct offset so that a spacer would not be necessary. I gave up looking for one.

The above mentioned caliper is the same the one off a 1979-85 Toyota 4WD truck (that can be used with the solid rotor on the 1970-78 Z cars) except that caliper was designed for use with a vented rotor. This caliper is wider than that of a stock early Z car so wheel-to-caliper interference may be a problem. This type of interference has nothing to do with wheel diameter! Spacers between the wheel and hub will solve this problem, however. The reason that there is interchangeability between Nissan and Toyota is that a single company, Sumitomo, made the calipers for both Nissan and Toyota.

It has been mentioned that the Toyota 4 piston calipers have unequal diameter pistons. I have read that this is done to better equalize the temperatures across the surface of the brake pad. Normally the trailing edge of a brake pad runs hotter than the leading edge.

## Distributor Identification – Continued

Stamped on the slotted plate next to one of the slots will be a number (e.g. 6 or 9) which is the amount of mechanical advance given by the cam/advance mechanism. Make sure the system moves freely and returns to the zero advance position quite easily. If it doesn't, check the pins and slots for wear and that everything is lubricated (but sparingly !!). Replacing the springs is cheap.

There should also be a distributor ID stamped on the outside of the body. Something like D606-52. This breaks down as:

D - Distributor (surprise)

6 - 6 cylinder applications  
06 - the amount of mechanical advance given by the distributor in degrees (in this case 6). This number should match the number stamped on the cam plate described above.

-52 - not sure about this one, but could be a batch thing or something to do with the vacuum advance.

According to the Nissan service manual I have for the L6 engines, the twin carb L24 (240Z) had a static timing setting of 17 degrees when using premium gas (1970-73), and 10 degrees when using regular ('73 only).





**Give this application to another Z enthusiast!**

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