



Z-CAR CLUB



OF WASHINGTON

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Z-Car Club of Washington

April/May, 1997

New Old Z's

You've heard about them, and now they're here. Prez Michael White sent me this excerpt from the Windy City Z Car Club posted to the IZCC by Steve Klepinger (kstevens@tir.com):

NISSAN LAUNCHES THE Z-CAR ALL OVER AGAIN

The first factory-restored, factory certified Datsun 240-Z has rolled out the doors of Pierre Z Service Center in Hawthorne, CA in about the same shape as it rolled off the boat in San Pedro 25 years ago. Pierre Perrot has been refurbishing Nissan Z's since well before he ran his last lap in a 280ZX in SCCA's production class in 1979. Among Z car

clubs, he is known as one of the top specialists.

"People don't know what level of detail we're doing this to," said Bob Clucas, who's business card still lists him as model line manager for the 300ZX. They're doing complete restorations all the way down to bare metal. Literally every nut & bolt is removed from each 1970-72 240Z, which is brought back to original spec. The check list at Pierre Z is more than eleven pages long, and includes everything from inspection of the camshaft and crank clearances to repair or replacement of the little 240Z logo on the hood.

Engines are sent to Nissan's rebuild facility in Texas, while transmissions go to a similar facility in North Carolina. Bodies are stripped to the bare metal and repainted as close to the original colors as EPA regs allow. "Colors are close but not exact," said Clucas, "We can't use the original painting process because it's illegal now." So is freon, so there will be no air conditioning on the new cars (it was a dealer-installed option anyway, said Clucas). The odometers are left with whatever mileage readings they had when Nissan repurchased them.

Infrared sensors measure body panel thickness and rust is repaired with metal, not Bondo. Rubber bushings are replaced, but offer the same resistance as the old ones. The original wooden steering wheels are refurbished and reinstalled. A few things are brought into the 90's: Replacement brake pads are non-asbestos; the two-core radiators in the 1970-71 models are replaced by 3-core units from the 1972 Z's; the 175-series tires are hard

to find so 185's are mounted; and the suspensions are powder-coated instead of painted.

Retail cost has not been established, but expect to pay more than \$20,000. That's a hefty wallop compared to the \$3,526 that the 240 cost in 1970. Even correcting for inflation, a \$3,526. car would only cost \$14,310 today. Perrot said that a privately funded restoration as thorough as what these Z's get would cost \$35,000. Pierre Z will crank out 10 to 12 cars a month. Plans call for about 200 cars, to be sold through 10 dealers across the country. However, Nissan has the option of expanding the program.

Will the Z's convince people to think of Nissan as a maker of sports cars even though Nissan doesn't make sports cars anymore? Nissan's dealers may offer an indication: They recently demanded an ad campaign more substantive than Mr. K's commercials. Not enough customers were buying cars, they claimed. Nissan obliged with a new campaign, to run parallel to the \$200 million Mr. K program. The public, too, may demand more substance (maybe even a new sports car) than this somewhat limited program offers. But for now, Z-car fans can enjoy the ride.

Sounds to me as though someone is looking to make big money! It will be interesting to see how this pans out. Just thought I'd post this for all of you who might not see this article. Appreciate your patience.

[For more information on the Vintage Z Restoration Program, see pages 7 & 8]

Next Scheduled Meeting

Saturday, May 17th
.pm at Motorworks Ltd 3:30
(see map page 8)

On the Agenda:

Approval of Budgets, Tech Session

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A Message from the President:

Well, now that the warmer weather is now upon us – er, uh, ok at least the rain is warmer (Hey, what do you expect from someone who wears shorts all year long.) – it’s time get ready to do what our Z’s yurn for. That’s right. Cruising down the long, curvy country roads with the windows down and the wind (ok and sometimes a little rain) flowing through the hair and taking in the

beauty of the region where we live and the pleasure our Z’s provide us. Ah, to be a Z owner.

As we look forward to the summer, we have the chance to take part in a number of driving opportunities. An addition you will find in the NewZletter beginning this month is the inclusion of an automotive activities calendar.

A special thank you goes out to Roger Sawyer for providing much of the information for this.

As there are a lot of opportunities that are available and we don’t have the space to publish all of it I just picked some from here and some from there to have a variety of information listed. If anyone has activities they would like to see listed on the calendar,

please let me know and I will include them. When feasible, I will include as much as possible to make this a well rounded calendar.

Of course, any ZCCW activities will always be listed. We have an opportunity to fill up some of the summer for some club activities. Any ideas?

Something else to look forward to are some upcoming tech sessions. We are having our next meeting is at Motorworks Ltd. at 12700 Bel-Red Road, Bellevue. From the looks of it, Greg Cagle is going to be having some suspension work done. Come on by and pick up a few tips.

In July, we are planning on another tech session and will be needing a donor car from some-

ZCCW NewZletter

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Seat belt Basics

In a previous *NewZletter* I mentioned a Colonel Stapp, the man who had the “honor” to have withstood the highest documented G-load on the human body: 81 G’s. Just so you don’t have to do the math, Stapp (figuring he was a standard 165 pound male in excellent Air Force condition) “weighed” 13,365 pounds for whatever duration of time he was at 81 G’s. Not something you’d want to run right out and do over again I’d guess

Now we Z drivers probably won’t ever see that kind of load on our bodies, and if we do (face to face with a Kenworth or somesuch) we’ll quite probably be dead almost immediately. But if for some reason we should happen to come close, it would behoove us to use some of the info that was generated in those military tests, as well as other info that has come to us more recently from general aviation and auto racing

Major trauma and fatalities in auto accidents are produced by three types of circumstance: 1) injury resulting from our bodies hitting the insides of the car; 2) intrusion of things harder than our bodies into the passenger compartment; and 3) hyper-extension of important appendages. We’ll go over each one and see what we can do about each

The first class of injury, resulting from bodies hitting the insides of the car, was initially addressed in the 1960’s by a requirement for seat belts in new cars. Although the seat belt requirement was primarily focused on keeping passengers from being hurled out of cars in accidents, a strong secondary focus was to keep occupants from hitting car interiors. Though there have been many safety improvements in cars, no other single improvement has reduced accident injuries more than the use of seat belts. Concern over this type of injury subsequently led to major redesign of auto interiors and dashboards, mirrors, steering wheel columns, hood attach mechanisms, doors, and engine mounts

As cars became lighter, manufacturers also began to pay more attention to

designing stronger passenger compartment structures. Some structures actually became too strong (Volvo, particularly), and manufacturers began to add crush zones in the front of cars—areas of the car which would fail in compression at a lower energy level than would the passenger compartment, and which would create a “gentler” G-force ramp-up to max G-force. Crush zones were also designed to fail in very specific ways to add further passenger protection

The second class of injury, resulting from intrusions into the passenger compartment, is another major cause of injury and death. Intrusions can result from deformation of the passenger compartment itself, or from things thrusting into the car. We’ve probably all seen cars that were bashed to the point where they were not recognizable; that’s an example of where the car structure fails inward. The other example is where the passenger compartment holds together, but something outside penetrates and causes an injury. Both F1 driver Ayrton Senna and Can Am driver Mark Donohue were killed by the latter circumstance, both hit in the head, Senna by a front suspension piece, and Donohue by either a tire or a pole

The third class of injury results from hyper-extension of various appendages. In this case the arms, legs, and/or head flail about the body causing skeletal or neurological trauma. The most common definition of this kind of injury is “whiplash”, which also often implies hyper-extension in two opposite directions in a very short period of time. Hyper-extension and its trauma cousins are dangerous. Jovy Marcelo died in a relatively benign practice accident prior to the 1992 Indy 500 from a skull fracture in the area under his right ear that resulted because his helmet did not possess an anti-rotation strap

Don’t be misled by the racing examples above; the same situations occur all the time on the open road. We simply happen to know more detail about racing injuries. The most important point is:

what can we do to design better passive protection into our cars, some of which are now over 25 years old? The first and most obvious action we can take is to make sure our seat belts are in good condition, and then to wear them properly. Seat belts slowly degrade due to ultraviolet and chemical exposure, and to abrasion, so don’t expect your old belts to work like new

Seat belts work best when they are tight—the tighter the better. The reason for this is the elasticity of the belt webbing. If you wear your seat belt loosely, your body will “accelerate” relative to the car and belt in an accident before the belt begins to tighten. A loose belt will allow your body to travel further because the belt isn’t tight, and your body will have to endure a higher peak G loading because it must decelerate you in a shorter period of time. Again, the important consideration here is to keep the G-loading as gentle and drawn out as possible. If your body begins to decelerate as soon as the front bumper contacts an obstacle, your body will experience a more gradual deceleration

How tight is tight? Tight to me is when the belt bears very snugly on bone. Not muscle or fat; bone. If your body has a fair amount of fat, that fat is going to prevent you from really getting your belt tight. The competitive aerobatic pilots can give us some tips here. They know what it means to have to hang off the belt and still be able to produce fine movements of the controls. I know pilots who wear their belts so tight that they use a piece of 1/4” high density foam between the belt and their body to prevent black and blue marks. The aerobatic need for tight seat belts led to the production of a ratchet-type seat belt by the Hooker Custom Harness company. You belt yourself in and then ratchet yourself down

Which brings up racing seat belts and harnesses. A harness spreads the load over a wider area of your body by using wider and more webbing. A double shoulder

Continued next page

Seatbelts

continued

harness substitutes for the wimpy, albeit "approved" single diagonal strap. Sternum straps, connecting the two shoulder straps, help prevent rib separation from the sternum (doesn't that sound fun!). And a single or double (for you guys) crotch strap keeps your pelvis from submarining out from under the seat belt. This is a case .where more is definitely better

If you've thought about installing a harness in your car, you need to know at least three things. First, the attach points need to be strong. Make sure you are fixing the harness ends to a substantial part of the car. You may have to add thick, large diameter metal backing plates to

ensure that attach points don't pull through. Second, the seat belt attach points should orient the belt at roughly a 45 degree angle to the horizontal. The belt must keep you *down* in the seat *and* hold you *back* in the seat too. If your belt angle is too horizontal, your body is free to move vertically. If it's too vertical, your body can move forward. The third point is that shoulder straps should extend horizontally rearward from the tops of your shoulders. If your shoulder straps angle downward more than about 5 or 10 degrees, they can cause compression fractures of the spine in an accident. This point definitely rules out floor anchors for shoulder straps, and is the reason the .SCCA bans those installations

What else can we do to our early Z's to make them safer? Design-wise, not much. The structure is what it is, and by today's standards, it's quite mediocre. The early Z has light doors with no internal beam. The forward structure has upper and lower front frame rails that are joined by single thickness sheet steel. The body structure is fairly light and is not very stiff. You can increase stiffness by adding tubing in strategic places (firewall to strut top to radiator bulkhead, but that will not increase driver safety very much. But you'll probably gain the most from a well designed roll cage that ties into the frame .rails of the chassis

One last piece of seat belt trivia. Jackie Stewart was the first Formula One driver to use a seat belt in the mid '60's. We often think of racing as leading indicators for us regular folk. But what's surprising in this case is that the F1 drivers, despite the nature of their occupations, were not that much ahead of the general .population

Ok, now your set. Tighten 'em up !and go

Bottoms Up

Have you ever laid on your back in the mud or the snow trying to work on something under your car? If so, here's a tool you can ask your SO to put under (or beside) the



Christmas tree this year. Accessible Systems in Tennessee manufactures a gizmo that allows easy access to the underside of an automobile. You guessed it: you bolt your car to it and turn the whole thing over. Handy way to find your missing change, eh? They also have a web site if you're curious: <http://www.accessiblesystems.com>



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More Ackermann

This post was made to the racefab Internet list by Neil Roberts, and though it is similar to another I put in the newsletter some time ago, this one has a few more good pieces of info so I'm posting it again.

Re: Steering arm design Mike Bailey wrote

Well what happens if you change the steering arms to reflect some degree of anti ackerman? My Corvette has an intersection point in front of the rear axle, about where the driver sits. Why? What compromises did GM make?

The steering geometry goal for race cars is optimizing the slip angle of both front tires for any likely turn radius. This is not as easy as it seems, because deciding what the optimum slip angles are is a subject of some debate. From the tire test data presented in the Milliken book, it looks like the optimum is to have the same slip angle on both front tires. However, there is a bit of geometry that has been overlooked by most authors

(This is a rerun of a Racefab post from October '96)

I found Milliken's hand waving about large turn radii a bit silly. The minimum speed, even for Indycars, on most road courses is around 40 mph. So, tight corners are clearly a fact of life on road courses and the whole show for autocrossers

One bit of information that nobody has bothered to put in print (until now) is that the geometry involved in cornering

produces front toe in and rear toe out. This is due to the fact that the inside tires are closer to the turn center than the outside tires. When you sketch this for yourself, make sure you draw the slip angles of the front tires correctly; the line perpendicular to the tire must pass aft of the turn center due to the slip angle

Consider, for example, a live rear axle. The tires are parallel to each other at all times, but the inside slip angle is larger than the outside because the inside tire is closer to the turn center. So, relative to the paths of the tires, the axle effectively has toe out! A tighter turn exaggerates this effect. The same phenomenon produces front toe in

I suspect the reason that good setups include front toe out and rear toe in is that this compensates for the effect described above. The optimum toe settings depend on the turn radius that you want to optimize the car for. When converting my Formula Ford road course setup to autocross, I use approximately twice as much front toe out and rear toe in

Ackerman steering geometry provides the possibility to optimize the front toe setting for the full range of turn radii

OTOH, Teo Fabi couldn't tell much difference when we changed Ackerman at Long Beach (28mph hairpin). He said that was the first time in his driving career that anyone had ever changed Ackerman for him

Car Acronyms

Ever had a car you hated? Here's a collection of humorous acronyms that you can use on your favorite lemon, posted by Kyle Hagemann to the 240 list:

AUDI: Accelerates Under Demonic Influence, Always Unsafe Designs Implemented.

BMW: Beautiful Mechanical Wonder; Big Money Works; Bought My Wife; Brutal Money Waster.

BUICK: Big Ugly Indestructible Car Killer

CHEVROLET: Can Hear Every Valve Rap On Long Extended Trips; Cheap, Hardly Efficient, Virtually Runs On Luck Every Time

DODGE: Damn Old Dirty Gas Eater; Drips Oil, Drops Grease Everywhere

FIAT: Failure in Italian Automotive Technology; Fix It All the Time; Fix it again, Tony!

FORD: backwards —Driver Returns On Foot; First On Recall Day; First On Rust and Deterioration; Fix Or Repair Daily; Found On Road, Dead; Fault Of R&D; Fast Only Rolling Downhill

GM: General Maintenance

GMC: Garage Man's Companion; Gotta Mechanic Coming?

HONDA: Had One Never Did Again

HYUNDAI: Hope You Understand Nothing's Driveable And Inexpensive

MAZDA: Most Always Zipping Dangerously Along

OLDSMOBILE: Old Ladies Driving Slowly Making Others Behind Infuriatingly Late Everyday; Overpriced, Leisurely Driven Sedan Made Of Buick's Irregular Leftover Equipment

SAAB: Send Another Automobile Back; Swedish Automobiles Always Breakdown

TOYOTA: Too Often Yankees Overprice This Auto

VOLVO: Very Odd Looking Vehicular Object

VW: Virtually Worthless



Header Coatings

A series of posts on the 240 list had some interesting info on hi temp header coatings. The first, from Filippo Moreli, commented on the mention of a ceramic coating from HPC

You can beat HPC at their own game. Tech Line Coatings & Lubricants (Waxahachie, TX - 972-923-0752) sells a complete line of coatings varying from ceramic barrier coatings to metallic ceramic coatings similar to HPC's product

Here's the good news - you can coat it yourself. The header coatings will self cure on the car. The other coatings, for pistons, heads, other lubricant coatings for bearings, etc. must be cured in your oven. We've used the coatings with good success. I recommend you call and get their brochure

Chuck Fry then added: FYI, Jeg's carries these coatings in their latest catalog. Their web site is at www.jegs.com

Brake Upgrade

Dave DeBuhr sent the following post to the 240 list. I found it interesting because his recipe was almost exactly what I did in 1991. Nice to know I wasn't out in left field.

"I upgraded my brakes to what a lot of the ITS guys run and it works excellent on the street. Here's what I did:

"Replaced: Master Cylinder, Rear Brake Cylinders, front rotors (they needed it), rear brake shoes.

Then I rebuilt: stock front calipers and 1) Used Porterfield Carbon/Kevlar R4S front pads; 2) installed Stainless Steel braided brake lines (Earl's); 3) Added Motul racing brake fluid; 4) installed a Wilwood Brake proportioning valve.

The brakes are now VERY good and do not fade after 20 minutes on track. They are more than adequate for the street. The front pads were about \$70 and the SS lines were about \$80. Save your money unless you plan some serious road racing.

And Bob Mahoney also chimed in: I've tried most of what has been mentioned. All hi-temp paints failed quickly on hot headers except for the Stainless Steel Coating available in a can (non-aerosol) from the Eastwood Company. They call it "Stainless Steel Gray High Temp Coating", part number 1256Z, \$14.95 for a small can. Eastwood Company: 800-345-1178. As long as I've mentioned it, the SS paint is also wonderful for the inside vanes and edges and hub area of brake rotors. Lasts a couple seasons without rusting or flaking

I've had headers chromed. Chrome doesn't like valleys, so if your primary pipes come off in one big piece, you're out of luck with chrome. The chrome looked good, and yellowed nicely near the head, getting rid of the show car look

Best results came with Jet Hot Coatings, putting their ceramic on the full exhaust system for my GT-1 car. I recom-

mend doing the headers inside and out with the brightest silver for the best exhaust gas heat retention

Best overall durability came from a set of headers we made from high quality stainless steel. I had them polished at a local shop. Again, the primary tubes took on a very nice gold color after a few heat cycles. To bring them back to a fresh look at the start of the season we just gave them a quick scrubbing with metal polish

One other underhood paint trick: Engine paint never stuck for me. The best combo I've used is to prime the clean block and heads with two part epoxy paint. I used black. After that cures, spray it with any standard engine paints. I use NAPA blue engine paint for my Ford. The engine paint stayed on for 2 years of racing with only slight browning very near the exhaust ports

Z Models Web Sites

A series of posts to the Internet 240 club including notes from Michael White and Paul Richer revealed some interesting model sites for those of you looking for Z models.

Michael queried the 240Z list about Z models to answer a question that came through the ZCCW website. Here is an answer: Try the Hobbylink Japan Homepage at www.iac.co.jp/~hlj/index.html

They have tons of Datsun models for sale mailorder from Japan, prices are reasonable but shipping adds to it. Still they have many unique models (including a 1:43 scale G-nose 240, Skylines, roadsters, and Bluebirds (of the 510 persuasion).

And Paul added: Revell re-issued the BRE 240Z model last year. I picked one

up at a local Seattle hobby shop while doing some x-mas shopping last December.

There used to be info on their web site under "New Releases", but I just looked and didn't see it. Maybe you could contact them directly. Their site is: <http://www.revell-monogram.com/index.html>

Z Chat Room

Mike Gholson who manages the Internet 240 list has added a chat room just for 240 enthusiasts. Regular sessions are not quite a reality yet, but you might want to drop in at Mike's 240Z-club Web page to see if anyone's talking. Try: <http://www.peak.org/~mtg/240z>

Ground-Up “Rebuild”

From the March 1997 issue of IAPA, VP Barry Breen sends the following:

By: Phil Deushane

Rebuilt! You want to talk about rebuilt? Well, I think I've got the rebuilt story of the century for ya.

Rebuilt stuff has been around about as long as dirt. It started out simple with re-lined brake shoes and re-skinned clutches, and today we're seeing all manner of rebuilt electronics and computer stuff.

Well, Nissan looks to be about to take the cake in “rebUILds.”

Many of you would know that at the end of 1996, Nissan ceased importation of the Z car. The Z car always symbolized Datsun's, now Nissan's, sports and performance foundation. It was Nissan's Corvette. Was. And that's where the tie to rebuilding lies.

Nissan is apparently loathe to lose its corvette, so they've launched a campaign to rebuild and re-market them. Yep, the whole damn car!

Through a select group of dealers, Nissan is refurbishing late-model Z's for resale (or maybe re-lease) and, get this, they are rebuilding/restoring the original 240Z's as well.

The refurb on late models is not unlike the used car trade elsewhere, except that Nissan has thrown a national factory-backed campaign behind it to lend legitimacy to it and to keep the Z line alive.

The factory restoration and resale of the original car is unprecedented. Now, I know there are shops that do this. And I know that the occasional OE manufacturer has participated in resurrection, but that has always been on a very small scale. In my memory this is the first time a major player has taken such a program to anywhere near this extreme.

So, this will be “rebuilding” in the classical sense of the word. Nissan

intends to employ specialty restoration shops to bring “cores” up to – and there's that classic line – “good as new” or “better than new” condition.

As I understand it, each core or donor, car will be individually disassembled and evaluated. Non-wearing, undamaged components will be refinished and re-used. Wearing or damaged components will be replaced with either rebuilt or remanufactured units, or with new. (Interestingly, I believe new replacement components are to be lifted from both OE, and aftermarket, parts bins.) The restoration shop will combine the refurbished and new components with fresh (modern) paint and perishable pieces (weather strip, upholstery, etc.) to produce a vehicle as close to factory fresh as possible.

If you've seen the work of a competent, modern, professional restoration

“With its plans to restore early Z cars and sell them through dealers, backed with a warranty, Nissan takes the cake in rebUILds.”

shop, you know that these vehicles probably will be better than new.

Nissan then plans to re-sell these vehicles through the selected dealership network complete with warranty. Indications are that pricing will be determined according to the amount of work done and the cost of components on a per-vehicle basis. This is, however, expected to be in the \$20,000 to \$25,000 range, which is comparable to what a new Z sold for when introduced – adjusted for inflation.

This is rebuilding in the classical sense of the word. Pretty much the same way that Bob's Bountiful Rotating Electric does his alternators and starters. Of course, Bob has a more consistent pricing policy.

If these cars were being “remanufactured,” as the big, national remanufacturers do with our parts, it would be a differ-

ent story. Remanufacturing would require that the cars be reduced to a bare tub and run through an assembly line type of process in mass. In that fashion, the tubs and all components would be subjected to systematized, proceduralized and at least semi-automated quality control process. New parts would be used throughout according to a production line drill. The finished product would be assembled, quality control checked, and tested very much like a new vehicle is when it nears the end of its assembly line.

Remanufacturing the Z car would require an effort too massive for even the likes of Nissan to undertake. At least not with any expectation of it being profitable at the desired price.

I really like the way it illustrates the difference between rebuilding and remanufacturing. Even more so, I like the way it clarifies that rebuilding or remanufacturing can be equally good things. Technically, Nissan could achieve the best result through remanufacturing. Why? Because of the benefits of systemization, proceduralization and standardization. But the economy of scale just isn't there to make it profitable. So what's the next best thing?

Go to rebuilding, *but* – and it's a big but – make sure it's a top quality shop. Rebuilding has the benefit of skilled craftsmanship, human intervention and tender lovin' care.

Either process can turn out a quality product. Rest assured, Nissan will expect a very high standard. That's what we need to do when shopping rebuilt, remanufactured...or new.

Now I ask you, was that a slick way to deliver a lesson on rebuilt versus remanufactured or what? Oh, you say you were on to me from the outset? Didn't get it? Oh well.

By the way: The refurbished 240Z's will be sold outright. Kinda the ultimate “no core” program. But you better believe there's a core value. I happen to own a '70 Z car. I'm lovin' it. It's actually appreciating. *Yes!*

Vintage Z's get new pizzazz

VP Barry Breen passes along this article from the March 10, 1997 issue of *Automotive News* by Mark Retchin.

LOS ANGELES – Nissan is really going to do it.

With the first restoration of an old Datsun 240Z, completed last week, Nissan Motor Corp. U.S.A. has given the green light to rebuild 200 of the venerable sports cars to sell through select dealers. The initial batch of 56 rebuilt 240Zs should trickle into 10 "Z-Stores" in April.

They will wear Datsun jewelry and cost more than \$20,000 apiece.

Nissan executives believe customers will pay that much for a car that cost \$3,526 new in 1970 – which translated into \$14,310 in 1997 dollars. The NADA classic car appraisal car lists \$5,325 as the top transaction price for a 1970 240Z today, while the CPI Value Guide says such a car is worth \$6,200.

"We know they'll pay it. Ultimately it's a brand-new car they're buying. There are certain things you can be assured you'll get from us that you wouldn't get buying from John Smith on the corner," said Tom Orbe, vice president of marketing for Nissan and Infiniti.

Nissan will perform a complete disassembly of the vehicle that will take more than 300 worker hours per car, restoring or replacing every part. The body is sandblasted and repainted. The motor is torn apart, given new pistons, rings and bearing, and brought back to specifications within 3/100ths of an inch of over-bore. The crankshaft is turned. All suspension parts are replaced. The interior is made pristine with new seats if needed.

A 12-month, 12,000-mile warranty will be included – the same as the original car had in 1970.

Nissan is not doing the restorations. Pierre's Z of Hawthorne, Calif., is doing the body, tear-down and reassembly. Engine remanufacturing will come from AER Manufacturing in Carrollton, Texas, while transmission rebuilding will be done by Williams Technology of Summerville, S.C.

Such a restoration would cost \$32,000 to \$35,000, which should make the proposed price sound more reasonable, said bob Clucas, Nissan model line manager for Pathfinder, Quest, Truck and Z car.

"If the Z is to be a collector car, we have to set the standard of 'as original as we can make it.' We want to continue the gene pool," Clucas said.

Nissan also added some 1990s technology to improve performance and safety, by using a full-flow oil filter, three-core radiator, impact-absorbing steering column, steering wheel lock, clear coat paint, AM/FM radio and wider tires.

However, rather than retrofit an air conditioning unit to run on R-134, Nissan will leave the 240Zs without a cold-air system.

With a run of 10 to 15 vehicles a month, Nissan will recreate many parts from scratch, since there are not enough parts available, Clucas said.

Nissan is restoring 1970-72 240Zs only, of which 71,000 were sold. Nissan said it was unable to determine how many 240Zs are still on the road.

Said Nissan's Orbe: "People love the Z car. We're bringing back something that was special, and saying, 'Stay tuned, it might find its way back.'"

Be Verrrry Quuieett. We've been hunting Z's!

On 27 April, many members took part in a Z-hunt contest and "tagged" 124 Z's throughout the Puget Sound area. Here are the winners:

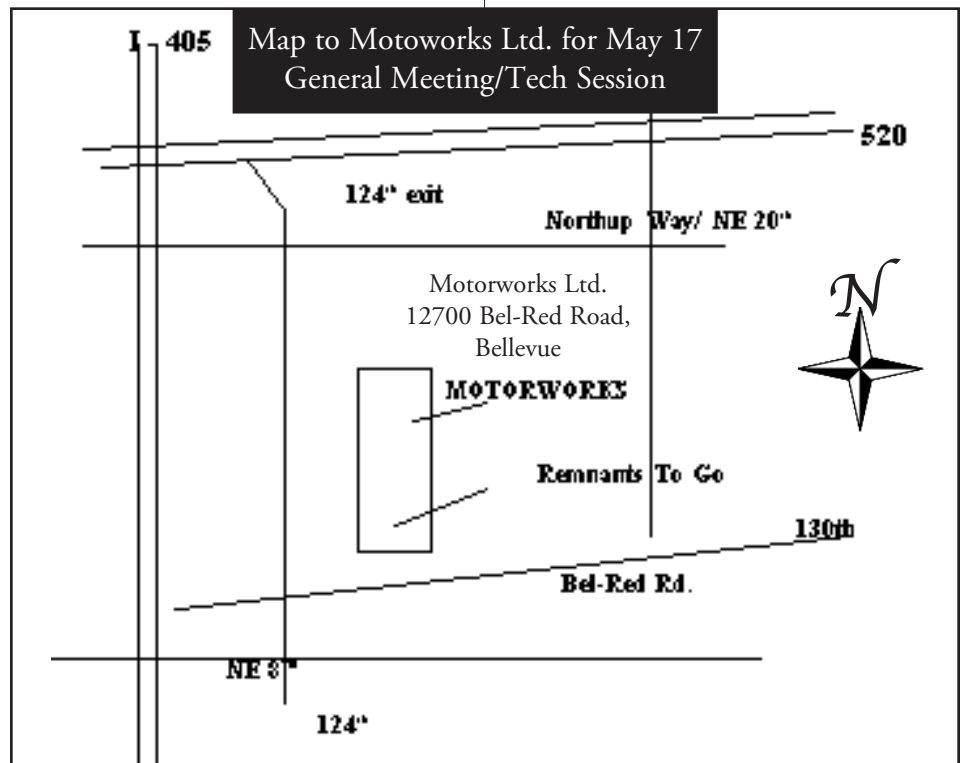
First Place: Paul and Daniel Richer \$30 Gift certificate to Anthony's Homeport. Second Prize: Greg and Danielle \$20 GC to Azteca. Third Prize: Barry and Patty \$10 GC to Boston Market. Lowest VIN: Michael S. White \$15 GC to Red Robin.

What year were the Z's found?

69-73, 5; 74, 8; 75-78, 28; 79-83, 32; 84-89, 34 90+, 13.

What colors were they?

Blue, 25; Red, 17; Black, 16; White, 13; Silver, 10; Gold/Bronze, 7; Gray, 7; Brown, 6; Green, 5; Burgundy, 5; Charcoal, 2; Tan, 2; Orange, 2; Pearl, 2; Rust, 2; Primer, 2; Turquoise, 1; Purple, 1.



ZCCW Automotive Activities

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

May 3

ZCCW Spring Road Trip to Leavenworth

May 17

ZCCW General Meeting/Tech Session at Motorworks Ltd., 12700 Bel-Red Road, Bellevue.

May 17

Knox Mountain Hill Climb, B.C. Z-Car Registry

May 17-18

SCCA Wendover Pro Solo - Wendover Airport

May 18

Waterfront Festival, Anacortes, WA

May 24

17th Annual Moses Lake Spring Festival Car Show, by Basin Horseless Carriage Club; Clay Crook 509.765.6392

May 25

NWR/SCCA Regional #3 - Bremerton

May 26

BSCC Event #3 - Bremerton

June						
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					

June 1

WWSCC RCCC Asphalt Bowl '97 - Kent

June 15

WWSCC BEAC Autopilot '97 - Kent

June 22

3rd Annual Poker Run, by N Cascade Region VCCA, Dave Kosche 206.334.3796

June 22

NWR/SCCA Regional #4 - Kent

June 22

BSCC Event #4 - Bremerton

June 28

ZCCW General Meeting at Redhook Brewery in Woodinville

July						
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		

July 6

Waterfront Park All Nissan Show & Shine, North Vancouver, BC. Hosted by B.C. Z-Car Registry. Info: 604.987.4416 evenings between 6pm-9pm. [See registration info elsewhere in this issue]

July 6

NWR/SCCA Regional \$5 - Kent

July 13

BSCC Event #5 - Bremerton

July 18

ZCCW Tech Session at Z-Specialties, 19921 Ballinger Way, Seattle

July 19

ZCCW General Meeting/Picnic(?). Location TBD

July 20

WWSCC MCPS Sports Car Spectacular '97 - Kent

July 22-27

10th Annual Z-Car Club Convention, York, PA

[See registration info elsewhere in this issue]

— What's Coming Up... —

August 2-3

West Coast Z Event, Nissan Headquarters, Gardena, CA, by Group Z. [more information to follow in future NewZletter's.

August 3 (tentative)

B.C. Z-Car Registry Annual Whistler Run

August 7

BSCC Time Trial - Bremerton

August 16-17

ZCCW/BCZCR 3rd Annual Port Townsend Meeting of the MindZ. Also, Port Townsend Kiwanis Classic Car Show.

August 24

WWSCC BEAC Enduro XXVIII - Kent

August 31

NWR/SCCA Regional #6 - Kent

— 1998 —

February 28

Nissan Datsun Sports Owners Club, Inc. 30th Anniversary black tie event. South Yarra VIC Australia

July 20-25

11th Annual Z-Car Convention

From time to time, members ask which businesses offer discounts to the Z-Car Club of Washington.

What follows is a listing of them. Some discounts are for parts others include service.

Please remember to show your membership card before your order is rung up.

 <p>Z-Sport Inc. Performance Automotive 3532 Smith Avenue Everett, WA (425) 259-4691</p>	<h2>Z Specialties, Inc.</h2> <p>19921 Ballinger Way NE Seattle, WA (206) 363-3577 (800) 518-5480 Orders Only</p>	<h2>Motorworks Ltd.</h2> <p>12700 Bel-Red Road Bellevue, WA (206) 453-7082</p>
 <p>Bellevue Nissan 13817 Northrup Way Bellevue, WA (206) 747-988 (206) 643-0262 Fax www.bellevue-nissan.com</p>	 <p>Gordon Nissan 655 Auto Boulevard Burlington, WA (360) 757-2277 (360) 757-2278 (800) 827-8064</p>	 <p>Pignataro Nissan 10500 Highway 99 Everett, WA (425) 348-3141</p>
 <p>Yunker Nissan 3820 East Valley Hwy. South Renton, WA (206) 251-8100</p>	<h2>Courtesy Nissan</h2> <p>1777 N. Central Expressway Richardson, TX (972) 644-3942 (800) 527-1909 (972) 234-4924</p>	 <p>Steve Millen Sportscars 3176 Airway Avenue Costa Mesa, CA (800) 576-2131 x138 (714) 540-5784 Fax Contact: Adam Hume</p>

Classifieds

Wanted: 78 280Z Coupe Owners
Manual in good condition. E-mail Rob at:
robsime@ix.netcom.com

For Sale - N42 Cylinder Head complete and ready to go. You could bolt this on or go through it and make real power. \$100.00 + shipping. Email Rob at: robsime@ix.netcom.com to make arrangements.

240Z Parts: New Doors w/ new glass and chrome, \$250 pair front fenders, misc. Joel 206 481 7001 (Lynnwood)

240Z - 280ZX Parts & Accessories:
280ZX Turbocharger & Down-pipe, \$275;
'81 ZX "snowflakes" w/centers (15x7),

\$375; 260Z front bumper,\$75; '71&'72 Roundtop carbs,\$85; '81 280ZXt ECU, \$100; '70-'83 halfshafts,\$50; '70-'73 Fan Shroud, \$15; '73 front Overrider,\$15; 280ZX Fuel Pumps, \$30; 7/'73 Flattop OEM carbs, \$50; '72-'76 Brake Master Cylinder, \$20; '72-'73 Fuseboxes,\$20; '70-'73 Regulators (used), \$10; '73 points Distributor, \$30; '73 Flywheel,\$10; Timing cover, \$10; 240Z Tail lights, \$30. Email Tony: at chatzg@earthlink.net

Need rear bumper for 1980 280ZX.Good condition. E-mail Alex at: alexf@eliz.com

Looking for a passenger side mirror assembly, either the plastic body or the

complete unit. This is the heated style. It is for a 1988 Nissan 300ZX. Please advise of condition, color, price etc. Email Charles at charles@klis.com

For Sale '85 300ZX Turbo. New tires,brakes shocks 170,000 miles. Alex (425) 659-7926 (Everett)

For Sale '84 300ZX w/ 91,000 miles. Prime Condition. \$6000 (360) 387-1600

For Sale 1979 280ZX. all electric, good interior, new battery, new clutch. Has been mostly sitting for four years but seems to be in good shape. Runs well. \$1500 (360) 379-1028 (Port Townsend)
Cars is in Bellingham



Give this application to another Z enthusiast!

ZCCW Application for Membership

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

Prorated by quarter for NEW members ie:

Single: [Jan - March \$25]	[April - June \$18.75]	[July - Sept \$12.50]	[Oct - Dec \$ 6.25]
Family: [Jan - March \$30]	[April - June \$22.50]	[July - Sept \$15.00]	[Oct - Dec \$ 7.50]
Associate: [Jan - March \$15]	[April - June \$11.25]	[July - Sept \$7.50]	[Oct - Dec \$ 3.75]

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

Z-Car Club of Washington
 11707 SE 60th Place
 Bellevue, WA 98006

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

New Member?
 Update?

:Name(s) _____ :Birthdate(s) _____

:Address _____ :City _____

:State _____ :ZIP _____ :E-Mail _____

:Phone _____

:Z-Car 1: Color _____ :Year _____ :Model _____

:Z-Car 2: Color _____ :Year _____ :Model _____

:Z-Car 3: Color _____ :Year _____ :Model _____

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

:Technical/Mechanical _____ :Showing my Z(s) _____ :Autocross _____ :Rallying _____

:Cruises _____ :Other _____



Z-Car Club of Washington

3624 132nd Ave SE
Snohomish, WA 98290

TO: