

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

:TO



1994 Nissan 300 ZX® 2+2

The NewZ letter

of the Z-Car Club of Washington

Vol. XXI, No. I

October, 1997

Next Meeting: Cedar River Brewing Co., 201 Williams S., Renton, (425)254-8155 • 25 October, 3:30



— What's Inside —

Presidents Corner	2	Quick Bits	14
Our Own Little Road Test	3	Update: California's SB42	15
SA Check	4	ZCCW Member Profile	15
The Fuel Injector BlueZ.....	7	The Secret of Skagit Head, Chapter 4.....	16
Big Wheels	9	If You Wait Long Enough.....	16
Activities Calendar	10-11	ClassifiedZ	18
Transmission Removal	12		

Prez Sayz
 'Tis that time of the year again, ladies and gentlemen. As Fall brings the beauty of the leaves changing color with their graceful descent toward Earth we may be longing for those long stretches of asphalt in the mountainous countryside listening to the CD-player filling our ears with the pleasureable tones we enjoy in an effort to get away from the politically fulminating diatribe that is congesting the media and emotively assaulting our senses. Don't 'ya just love political season? Well, the Z-Car Club of Washington is not immune from having parties running for "political" office

What does this mean for the club? Well, we now have a vote in the decisions and activities of the ZCCA and, should we decide to host a convention in 2002, we will have access to some of the resources of the .ZCCA

I am sure there is a lot more that this means for the club. However, I am at a bit of a loss as to what the full merits of this association entails. I am sure I will be notified ...once this gets out

We are coming upon the time for the election of club officers All positions are going to be available for any member to run for. If you have an interest in running for a particular office be sure to be at the November meeting. Nominations will be taken at the beginning of the meeting and voting will take place at the end of the meeting with results announced in December

Through an anonymous donation, someone in our club has paid the requisite dues to make us a member of the Z-Car Club Association! To whomever this was, Thank You



MEMBER

The NewZletter

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

James Lux :Editor
 Michael S. White :Graphic Artist
 Submissions: :USPS
 ZCCW NewZletter
 Park Avenue 113
 Langley, WA 98260
 jameslux@whidbey.com :EMAIL

ZCCW Web Site
<http://www.sos.net/~mswhite>
 Michael S. White :Webmaster
:EMAIL
 mswhite@sos.net



ZCCW Application for Membership

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

Prorated by quarter for NEW members i.e.

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]

*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 TheNewZletter

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

Z-Car Club of Washington
 18505 Alderwood Mall Frewy, Suite # 1419
 Lynnwood, WA 98037-8013

New Member?
 Update?

Membership Type -
 Single
 Family
 Associate

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: _____

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

Advertise them here in The NewZletter!

Call Michael at: 360.424.8643 or email: mswhite@sos.net

Classifiedz

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

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

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



Does anyone out there have a wheel cover (called hub cap by my generation) for my '73 Z? Also can anyone recommend someone who can reinstall my radio. I know it's a simple job, I just don't want to do it! Preferably someone in Wenatchee or North Central Washington. Don Mollet, 131 Bogey Blvd., Chelan, WA, 509-682-5290, >Email: <betdon@kozi.com

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

240Z For Sale. Left Front corner '72 end damage - not driveable. Automatic. Bright yellow green ext. w/black int. 169,000 miles - Has been overhauled in the '80's. All original parts except mag wheels - still have original wheels. Perfect project car for someone. \$1,200 obo. Lee Moen (253) 839-4062

1973 240Z located in Vancouver, WA.. House I'm renting sold and I don't

want to take the car with me. \$600.00 OBO. 360-693-5218

280ZX Coupe 2D - LX model. - 1979
All original except wheels - GREAT CONDITION! Recently repainted - custom hand-sanded paint job. Owned since 1980. Asking \$2,500 - call Angela @ (425) 882-4913

Datsun 280ZX 2+2, [pics below] '82
140K, T-tops, Lthr, Runs Excellent, all power, 5spd, great body, new paint, Only 10K miles on new Clutch & Michelin tires. New battery and tabs. (Kenwood 100watt CD, 140amp, EQ, four 4" two-way, two 12" Rockford) \$3,500 or best offer; Seattle, WA. Email: <Bleach@zipcon.com> (206) 878-1655

<<http://www.zipcon.com/bleach/zcar4.htm>> .for more info and pictures



Our Own Little Road Test

A few weeks ago Paul Richer sent 'round an e-mail announcing that Nissan was debuting the '98 Altima and that a few select people would be allowed to drive it, as well as a Toyota Camry and Honda Accord, around Seattle International Raceway. I agreed with him that this sounded like a fun thing to do and called Pignitaro Nissan and got on the .driver's list

Friday came and after a two and a half hour drive (why did they schedule this thing for Friday???) I finally arrived at SIR. Paul had been there for some time, had already done some laps, and explained the setup. An instructor would either drive me or ride with me. There were several Altimas (all automatics except one in which you could only ride), a couple of Camry's (also automatics), and an Accord (that was there for show and was never driven). Other than that, the rules were minimal. You could take multiple drives. Sounded ok, though I was disappointed .about the Accord

Nissan had set up some cones you had to follow "to test low speed handling" on the long sweeper leading onto the main straight, but I'm sure their real function was to limit top speeds. The track tour began with an acceleration run down the main straight, at the end of which was a cone on the left side of the track, followed by another cone a few hundred yards on the right side of the track. The first cone told you when to move from the left side of the track and aim at the next cone, and the reason was (if you're not familiar wth SIR) that the dogleg turn at the end of the straight is beyond a hill over which .you can't see: it's blind

Not knowing the track I elected to ride the first time around and just watch. Hopefully this would limit any embarrassment I might cause myself. The instructor did not hold back and speeds at the end of the straight were about 90 mph. Following the dogleg to the right the course led down a hill to a 45 mph 270 degree left hand turn, followed by a straight of several hundred

yards that led over a small hump and then downhill further to a tight, 30 mph, 180 degree turn to the right, followed by a very short straight (still going downhill) into another tight 180, 30 mph degree turn to the left. The track then headed uphill and we accelerated before braking into a mild dogleg to the right followed by a 75 degree turn to the left. Then it was uphill under acceleration through a couple of slight bends. The Altima course ended at the beginning of the long left hand (coned) sweeper, and the instructor turned into the staging area for a .change of drivers

I had high hopes for the Altima, based on the rumor that a new Z car might be in the works at Nissan, and that this new Z might utilize the Altima's floor pan and 2400 cc, dual overhead cam four cylinder engine (making it a 240 again), though it would likely be a rear wheel drive rather than front wheel drive as used in the Altima. Thus I was looking for hints as to how this engine, driveline, and body pan might transfer into a .sporty next-generation Z car

The Altima felt comfortable and rather heavy. A significant percentage of the 160 advertised horsepower seemed to have been misplaced between the engine and the drive wheels and I wondered how it would feel if Nissan could manage to shave off a thousand pounds for the new Z. The power brakes had waaay too much assist and the power steering was not exactly linear, which made me very cautious about braking and turn-ins. And it .understeered like a pig

But the Altima had no more problems than did I and I struggled to hold lines through corners and hit the apexes. I found SIR to be a very enjoyable course with significant elevation changes and satisfying fast sections. Many of the turns are long (lots of degrees) and require the driver to hold a constant radius through much of the turn rather than sipping from entry point directly to .apex

After a few laps with various instructors, and after finding that I had not figured out how to do even one corner half well, I took a hop in the Camry. Despite my rather low opinion of the Altima at this point, I soon discovered that the Camry was noticeably less satisfying with vague handling and turn-in characteristics. A return to the Altima for another round of laps was much more satisfying and I stopped blaming the car and started paying more attention to my technique.

My conclusions about the Altima as a jumping-off point for a new Z were that a four cylinder engine is not a six, and that a new Z with a four, even with two cams and 160 hp, would be a comedown. But what I learned from this adventure had much less to do with the Altima or future Z cars than it did with the immense pleasure of driving SIR. I immediately felt that the ZCCW should make efforts to join another car club with a history of arranging track days for its members so we could all get some track time. Autocrosses are one excellent form of driving practice, but SIR's potential as a learning tool is infinitely greater than that of an autocross. The ZCCW should definitely make the move to the big time

—Z

SA Check

Say what? SA?? What's that? Well it's not made by Nissan and it doesn't have wheels, but it's perhaps the most important ingredient to you and your Z's day-to-day health. Let's start by asking what it is you enjoy about driving your Z. Go ahead and come up with an answer. (Hint: You need to get beyond Z-specific things)

If you look really hard at that question, you sooner or later discover that what's enjoyable is operating a complex machine in a rapidly changing environment. It's a stimulating, demanding task. Driving any car

isn't terribly difficult, though. If it were, you'd soon stress out and get tired and grumpy and want to stop. Driving is "kind of" difficult. It's hard enough that when one first begins driving, some practice is needed before jumping into urban rush hour traffic. We all know about student drivers, and we all have stories to tell of our own

Once we "learn to drive", we find it demands our attention, but not all of our attention. We have enough surplus attention to do other things, like tune the radio, turn on the defroster, or drink a Coke. Different people have different amounts of surplus attention. Some people have so little surplus attention that they barely make it from here to there every time they drive, while others can play chess in their heads while driving a semi in a snowstorm. So people have a wide range of attention surplus

Surplus attention usually, though not always, comes from experience. As we gain driving experience, we learn to do more and more complex things "automatically", subconsciously. We don't have to consciously think about certain processes anymore, and that leaves the mind open to paying attention to other bits of information. This is good, because the subconscious is a whole lot faster than the conscious. Do you think Michael Schumacher or Dale Jarrett really think about all that stuff they're doing when they are racing? Not a chance. If they were, they'd be running twenty-second instead of first. No, good drivers have accumulated enough experience that they have been able to turn over thousands of complex tasks to their subconscious (and expect a good result) so they can concentrate their conscious mind on just a few important things, the things that will win the race

Now don't jump the gun. SA is not Surplus Attention, though SA and Surplus

over to the Z and checked it out in the white light of the Z's halogens. The stone had also escaped major damage, but now bore a scar on Ada's namesake, a large carved swan. He would have to try to patch the swan later

The Z started right up and Tom shakily pulled back out on the road and headed for the outskirts of Clymer, swearing to himself to stay more alert. The Clymer Library would have records of the Henderson wreck and might provide some clues. Coasting by the "Hello, You're in Clymer" sign, he honked as he went by Spud's house, then turned onto Main Street. Up ahead loomed the library—dark, like the rest of the stores. He hadn't made it in time. Now what

The answer came when Spud pulled up. "Hear'ja honk," he said. "What's up?" Tom explained and they both got out and inspected Tom's door. "Not too bad," pronounced Spud, "cept for this ding here. Looks like aswan

Tom didn't have time to reply, because at that moment a siren erupted at the other end of Main Street and he could hear a car accelerate. It had to be Myron, Clymer's lone policeman. Tom figured the cop car was going about sixty when Myron slammed on the brakes and slid to a stop broadside, right in front of them. What was going on? Had Myron heard about the cemetery already? Or was he just trying to drum up business

Myron leaped out and ran up to them. "You gotta come quick," he said in his high pitched voice. "There's a guy's been hurt bad and he's askin' for you. Over at the hospital." He didn't wait for an answer, but jumped back in his car and squealed away. He was almost to the other end of Main street by the time Spud and Tom got rolling

Six minutes later they were at Clymer General, walking fast, trying to catch up with Myron who was now gesturing wildly to a nurse. "This way," Myron snapped as they approached. Tom could see Myron was in his element. Myron hardly slowed when they got to Intensive Care and pushed through the swinging doors. A nurse was standing beside a stack of blinking monitors next to a bed. Tom gasped! It was the Toothless Man from whom they'd escaped just the other

night. Spud dropped back a step but Myron walked right up to the bed and motioned for them to come closer

The man's eyes were closed and he appeared unconscious, but they opened when Myron whispered to the nurse and he turned his head to Tom and Spud. "You," he wheezed, ignoring Myron. "c'mere. I'm surprised they found you

Tom and Spud moved toward the bed tentatively. The man on the bed did not look good. "What do you want with us," said Tom. "And why have you been chasing us?" "I've been trying to catch up with you," the man said, breathing hard, "but you been runnin' off ever' time I get close. What's wrong wit' you. Scared or somethin'?" "We ain't scared," retorted Spud in a momentary burst of bravado

"Then why you been runnin' for?" said the man

"Who are you anyway," said Tom

"Chick Henderson," said the man

"Rory Henderson?" coughed Tom

"No, no. Rory's m' brother. Rory... he's the one lookin' for you. Wants to talk to ya." The man managed a dry chuckle. "Wants ta do more than talk to ya

"He wants to what??" said Spud, more than a little on edge

"Rory'll tell ya. He's seen you guys runnin' those Z's. Told me ta find ya. Wants ya to put yer money where yer mouth is

"We don't do street races," stated Tom

"Mebbe not," replied the man, "but ol' Rory, he won't let go of ya, believe you me. Better dust off yer race tires. He says he'll be waitin' fer ya at the Shell station outside of Chesterton on Sunday. Says not ta be late." And the dry laugh came again as the man closed his eyes

Tom saw the color had drained from Spud's face. What would they do? How could they escape

!!!Next month: Confrontation

Z—

The Secret of Skagit Head, Chapter 4

Tom in the Hospital

In our last chapter, Tom Carter had failed to keep his SA jacked up and had spun on wet, Fall leaves, rocketing into the old cemetery just before Henderson Turn

The pain in the middle of Tom's back was excruciating as he struggled to release the seat belt. Finding the release, he pulled the door latch and staggered out of the car. The pain immediately ceased, and he looked back to find his good pair of Snap-On water pump pliers lying in the seat. 'Glad it wasn't the tinsnips,' he thought as he got out his flashlight to assess damage to the Z

Miraculously, the Z wasn't crunched as bad as he had feared. The passenger door had taken the brunt of the blow when it hit Ada Swan Adam's headstone. Spud would have the door popped back out in an hour. The real problem would be Ada's headstone, and Tom now searched for it frantically, hoping beyond hope that it remained intact, and thinking how the cost of a replacement might alter the prospects for a new camshaft. Five minutes of wading and dredging through the water lillies in the reflecting pool revealed the stone, intact. Tom dragged it

Continued Next Page

...If You Wait Long Enough

Hold on to anything long enough and it becomes valuable. To buoy your spirits about your choice of a Z car in your life, check this post from Preston and Rosie from the IZCC

Restored 1970 Nissan 240Z Sells For \$33,920: Nissan Motor Corporation U.S.A. sold a vintage 1970 Nissan 240Z for \$33,920 at the 12th Annual Monterey Sports & Classic Car Auction, marking the first time a major manufacturer has undertaken a high-volume restoration of a historic model and sold the product to the public. The vehicle was sold to an international car collector from Japan. All proceeds from the sale went to local Monterey charities including the Kinship Center, benefiting children in need of foster and adoptive families, and the Rotary Club of Monterey

"Nissan and our Monterey area Nissan and Infiniti retailers are proud of the spirit and generosity generated by today's charity auction," said Dave Ilchert, Model Line Manager, Nissan Motor Corporation U.S.A. "There was a refreshing passion celebrated here today among collectors and enthusiasts not only for classic automobiles, like the '240Z, but for this community

Z-cars were the first Japanese-made breakthrough sports cars in the United States and were the fastest selling sports cars of all

time, reaching sales of one million units. Now, the vintage Zs (1970s) are sold along with classic Z- cars (1990-1996 model years) at 10 Z stores located at selected Nissan retailers nationwide. The 240Z restoration process includes the full disassembly of each vehicle and complete inspection and inventory of each vehicle part with approximately 800 new parts added to each vehicle. Upon completion of the restoration process, each vehicle undergoes a 200-mile test drive and inspection by Nissan quality control engineers. The restored cars are covered by a 12-month, 12,000 mile limited warranty, the same warranty the car offered when sold new in the '70s

"Restoring Zs allows us to keep the proud heritage of these beloved and respected vehicles alive," said Ilchert. "The Rick Cole Auction was an ideal platform for Nissan to showcase this industry-first restoration process. The annual Monterey Sports & Classic Car Auction is one of the most influential collector car auctions in the world, held during the Monterey Historic Weekend. The auction features more than 150 exotic and rare coachbuilt motor cars. For more information, please call Rick Cole Auction Company at (619) 350-0800. (Source: 1997, PR Newswire)

-Z

Attention are somewhat related. SA stands for Situational Awareness. Though the rudiments of the concept have probably been around since World War I, the term "Situational Awareness" really came to life in World War II as pilots and others studied why some fighter pilots were better than others, and why some survived while others didn't. SA referred to an ability to remain aware of multiple, discreet, dynamic factors, and to constantly prioritize their importance while engaged in a separate, mentally complex, and often physically demanding activity. That description obviously fits a scenario where a pilot is upside down, low on ammunition, surrounded by five attackers, and burdened by an aircraft that has sustained damage, but it is also a fitting description for car racing, or driving I-5 after a Mariner's have lost a game

It's important to remember that the fighter pilots of World War II who made it into combat were the best of the best of each nation. They had all been required to pass stringent physical and mental exams. Lots of people were weeded out in this first step. Then they went to school and more were weeded out at each stage of theoretical training. Then they began flight training and more washed out. Then there was advanced flight training and the class got even smaller. And some made it all the way through training only to become a smoking hole at the end of the runway. It was not uncommon for fifty percent of a class to wash out at each stage of the game

What's important about this "best of the best" group is that these people had superlative amounts of surplus attention. Yet losses of new line pilots remained high during much of the war, and only about five percent of fighter pilots were effective in air-to-air combat. Surplus attention was thus not enough to keep pilots alive, nor was it enough to enable them to be effective in air

combat. There was something else that was operating, something more important than intelligence or surplus attention. And that something should interest us as drivers because, like fighter pilots, we drivers often face a multiple bogie environment

The Few fighter pilots who both survived and were successful had an uncanny ability to keep track of what was going on in the sky around them. While this was most apparent in the melees involving thirty or more fighters in close proximity in World War I, it also was true in the larger, faster, more dispersed combat sectors in World War II. Good pilots had command of their own engagement. The best pilots had an instant-by-instant understanding not only of their own engagement, but of several others going on around them

Initial studies of SA were aimed at identifying and quantifying the attributes of SA. As these attributes became known, the question then became: is it possible for SA to be taught and learned? And that brings us back to driving because it turns out that SA is very much a case of becoming increasingly aware of increasing amounts of increasingly subtle information. A great race car driver is valuable not only because he can drive fast, but because he can help improve a car. When Michael Schumacher tests a Formula One car, he uses his experience to automate the majority of driving so he can concentrate on identifying, describing, and quantifying its many subtle performance characteristics. The faster he can do this, the faster the car can be optimized, the lower will be the cost of development, and the sooner the car will become competitive

For us Z drivers, the issues are the same. As long as we maintain an attitude of "what can I learn?", more and more information about our cars and the surrounding environ-

ment will become apparent. Implicit in this attitude are the intentions of avoiding complacency, avoiding plateaus, and avoiding .sensory overload

We tend to become complacent about our driving and the traffic around us when we get tired of concentrating. To prevent this one needs to pace one's concentration at a level that can be maintained, and to minimize the brainpower allotted to things other than driving. One also must constantly prioritize what is important and what is not. For instance, if the surrounding traffic becomes complex, some distracting tasks should be put off. Looking at this from another perspective, one needs to learn to recognize distractions and to dis-empower them. Arguments with a passenger are a good example. In extreme cases, prudence would go so far as to suggest that a wise driver pull over to the side of the road if his concentration is unduly compromised. There is even a .military analog to this: evade and regroup

Plateauing is where a driver's growth of awareness is arrested. He or she reaches a performance "plateau" from which new information or situations are difficult to discover, and progress then drags to a halt. Plateau's are often hard to break out of without help; that's where a driving instructor can really help. The instructor is relieved of the actual task of driving, and can use that liberated brainpower to observe things that could be improved upon. Plateaus are also (unfortunately) enforced by driving laws. Where, for instance, can you legally experience and practice maximum braking efforts, or maximum cornering efforts, or handling on reduced or altered traction conditions? Nowhere on public streets is the answer. And without new experience and practice, how ?can learning continue

There's a saying in the flying community that one hour of aerobatic instruction is equivalent in worth about ten hours of normal flying. In fact, an hour of aerobatics is probably worth more like a hundred hours of droning about the sky. The same is true for driving. One hour of track instruction time is probably worth a thousand or more miles of regular driving. You just can't learn this stuff anywhere else, and I'll use another flying illustration to explain why

In the early 1930's, the Germans decided that it might be possible to teach aerobatics to glider pilots flying single seat gliders. The theory was to use the best pilots and give shouted directions from the ground. Didn't work, and this theoretical gem led to a number of funerals before it was discarded. The reason is that when we try to move into higher levels of personal performance territory, we overload. And when we overload, our brains quit. I've seen this time and time again myself, both learning and teaching people to fly. In fact, it's very common for people overloaded with stimuli to stop breathing. "Whew, now I can breath again" is a comment that's pretty common to student pilots. And those people are flying right side up.

*Get Connected
Stay in Touch with
Fellow Members*

with the

ZCCW Email List

To subscribe,
send an email message to:
zccw-request@sos.net
with "subscribe" in the subject line
(sans quotes) leaving the body

Update: California's SB42

ZCCW Prez Michael White passed on the following from Kyle Hagemann of the 240 list who has been keeping track of California's new emissions law regarding :older vehicles

"Dear Friends of SB 42: The Governor today signed SB 42 exempting 1973 and older vehicles from the biennial smog check requirement. Chapert #801, the legislation will take effect January 1, 1998. Thanks for !your unwavering support
Sincerely yours, Quentin L Kopp"

For those just joining the program already in progress, SB-42 is a California law to exempt ALL pre-74 vehicles from the :smog check program. That means

No smog check. It also means: No requirement to maintain your emissions systems. No restrictions on engine modifications. (But it's not really "legal". Legally, the car is supposed to be smogged by the year of the car or the year of the engine. So those of us with L28's in our Z's *should* still smog our cars. I will trust all of you with post-73 engines to contact the Bureau of Automotive).Repair for the necessary documentation

Those of you with 74+ vehicles will be exempt as they reach 30 years of age. IOW, the 74's are exempt January 1, 2004, the 75's in 2005, etc...So you will be exempt eventually; I hope that's some consolation. (Ha ha, I got mine) — Kyle Hagemann

The story may not end here though. Gary Goodlund <garyg@sonic.net> then posted this to the 240 list: "There is still one "not so minor" detail that hasn't been specifically addressed by this law. It does NOT specifically state that the smog check is not required when the title is transferred and that really does need to be clarified. It's all in the interpretation of "Exempt". The letter of the law stated that the bi-annual smog check is no longer required. It didn't address the transfer of title though. Don't throw away "....those smog pumps quite yet

And Walter Meares <walter@inmet.com> concurred with this adder: "Yeah, that part of the law has been around since the early 1970's. Best to hang "lon to anything you decide to remove
So we'll see, but this is a good model, and it's quite possible other states will use it .to draft their own legislation

Z-

ZCCW Member Profile

Name: Duane Bender

Age: 40

Occupation: Owner/Operator
.Motorworks LTD auto repair shop

I have two '73 240s, one of which I've owned 10 years, the other one 1 month. My wife and I also have a 83 Saab 900, a 87 Saab .900 Turbo, and a 79 Chev Van

I drive the new Z daily, about 6000 a year and I am currently rebuilding/modifying the other one

I've driven approximately 400,000 miles .so far, and I guess I've owned over 100 cars

My new Z is basically stock except for a 280 motor, while the other one is undergoing many modifications that I hope to make

the subject of future articles to The .NewZletter

I've autocrossed only once many years ago, and found it to be a lot of standing .around for only a few minutes of fun

I've participated in the SCCA Pro Rally Series for over 10 years-so as a result of that, I have been upside down more than a few .times

The only accident that I've really had was hitting a deer in Nevada in my old Z, luckily it was a glancing blow with minor .damage to both the Z and the deer

The fastest I've driven was 120 down the front straight at SIR in my old Z, and 130 as a passenger in a highly modified RX7 .Rally car

Parts Discounts

Courtesy Nissan, Inc., Z Store, in Richardson (Dallas), Texas has informed ZCCW'er Paul Richer that it offers ZCCW members their support and extends a 25% discount off of original Nissan parts. They are a "Z" store and have a large stock of aftermarket and upgrade parts. Courtesy's phone number is (800) 527-1909, or you can visit their website at <<http://www.courtesy-nissan.com>>

For a comprehensive discussion of turbo care and some excellent graphics and photos <<http://www.alliedsignal.com/automotive/garrett/rettf.html>>

-For a UK angle and info about trouble shooting: <<http://www.demon.co.uk/turboboy/index.htm>>

For a good explanation of how turbochargers work: <<http://unitedturbo.com/basics.html>>

:Common elements at all sites
 Idle BEFORE giving it gas at startup 1)
 Idle DOWN after driving 2)
 Cool it down before turning the engine off 3)
 Oil care and cleanliness must be meticulous 4)

Homemade Auto Rotisserie

In last month's NewZletter, there was mention about plans for a build-it-yourself car-rotator in the November '94 issue of Classic Auto Restorer. Raymond L. Sutton posted a message to the ZCCW mailing list to let us know that the mentioned issue is no longer available

ZCCW T-Shirts

Can you believe it! We finally have more Club T-Shirts available for sale. Sizes presently available are medium, extra-large, and double-extra-large. Other sizes (small and large) will be on the next order if needed. These shirts are similar to the previous shirts - 100% cotton (pre-shrunk) ash-colored shirts with the ZCCW logo on the left breast and, on the back, the ZCCW logo with art of two Z's integrated. The shirts are going for \$15.00 and will be available at the October meeting. Hopefully there will be enough interest that we can keep a supply of shirts available for sale at every meeting

Turn 'em upside down and they instantly cease being pilots and become passengers

The same thing is true of student drivers; it's only partly that they haven't yet learned the physical actions and judgement of driving. The rest of it is that they are OD'ing on too much incoming information and stimuli. In time, they learn to handle that level of stimuli, but woe to the student driver that happens upon an unusual situation demanding quick and precise action. So high performance driving instruction is a Very Good Thing. We are all student drivers at some level, after all. High performance driving instruction allows us to become slightly overloaded, and then, importantly, it allows us to reflect on what just happened,

The Fuel Injector BlueZ

By Jim Tomisser

What with all the slams directed at auto dealerships today, we hardly ever hear anything nice about them, or their parent companies. Although you and I being members of the ZCCW are naturally biased toward Nissan itself, we recognize that there are some very poorly managed dealerships out there. These are the ones who take advantage of you and you never manage to leave without a nagging suspicion that you've been had. The most nagging question for me is "always 'who do I trust'"

I drive a '93 TT that I take great pride in, and I hate it when it breaks. I'm sure you can relate. The other day (a warm and sunny day) I drove it to work. On the way it ran great as usual with me arriving in the customary twenty minutes still enjoying those last few corners. I switched it off and let the turbo timer do the rest. Everything was fine. After a full day's work and anticipating the drive home, I hopped in and fired her up and she was idling like a truck. It felt as though at least one cylinder had dropped out. Boo

and then to try it again and again and again until we are no longer overloaded and know exactly what to do

There are other things to learn, of course, including a growing mechanical awareness of your car. Mechanical knowledge will help one develop a more accurate idea of a car's capabilities, and to identify when a system's performance—the brakes, for instance—starts to decrease. With such an awareness, one begins to drive differently, to drive more in tune with the car's current capabilities, not with a distorted, desired, or assumed sense of it's capabilities

A few years ago the Air Force took another giant step in SA by making a most un-Air Force-like discovery. The very best

Hoo! I know a little about engines, but admittedly hardly anything about the complexities of a late model TT, so I thought it best to leave it to the experts

I'd heard good things about Younker Nissan's service department and their master technicians, but fortunately this was the first time I'd needed one. I had called Nissan's 800 number (1-800-NISSAN1) the week before and from my VIN# they informed me that the power train warranty on my Z would be in effect until March 1997 (really good news!) and that a scheduled recall repair (the power transistor) had been done four months after purchase by the original owner. They then registered me as the new owner. I called Tuesday afternoon and explained my problem and my appointment was made for the first thing Thursday morning (yes, that same WEEK!). I dropped the car off Wednesday night and mentioned that I'd appreciate it if they could park it in a location not susceptible to door dings. The lady who helped me said they'd "do the best they could do." This did not reduce my anxiety level at all, I'll tell you

Z Club Emblem Posters

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

Quick Humor

Bill Greganti forwarded the following definition to the Z-Car Mailing List
 Fog - Lamps, (fôg - lamps) n.
 Excessively (often obnoxiously) bright lamps mounted on the fronts of automobiles; used on dry, clear nights to indicate that the driver's brain is in a fog. See also "Idiot Lights"

Turbo Basics

Al Powell forwarded the following to the Z-Car List for those who need information about turbos

THREE links which have good information about turbochargers and how to care for them

When I called the next day, I was told that the bad news was that I had one bad injector (\$200 EACH), but the good news was that it would ALL be covered by the warranty. They said the Z would be ready by that afternoon. After work, I called again to confirm that all was well, and it was finished. Hallelujah!! Having once before had the experience of allowing my ride to leave before I checked for problems, I hesitated for a moment and then told Linda to go ahead and start for home. Sometimes you have to show a little trust to get a little respect and good service, you know

Now came the excruciating part. You know, the BILL part. This is when your palms sweat at the thought of having to extract your Visa card from your wallet. The sheer terror at the thought of hearing those horrible words "sorry, but it's not covered by your warranty after all", and the utter despair of knowing that you may not have enough

cash left over to buy your kids shoes for winter. Believe it or not, the total repair bill for replacing one injector, two seals and one "O" ring, and also adjusting the emergency brake was \$26.06. It turned that they had also taken the Z into the shop immediately, had kept it there overnight, and all day until I arrived to pick it up at 5:30. The true frosting on the cake is I really believe that injector had been bad for some time, because on the way home the Z performed better than it ever had since I'd owned it. I love it when I leave a shop and my car actually runs better

After this I can only recommend Younker Nissan for all your needs (we also get a 20% discount on parts there) and say thank you to them for their fine service, and to Nissan itself for standing behind the cars that they build to such an honorable degree

-Z

Then go to the engine compartment and remove the two bolts that hold the starter in. You can either let it hang, or undo the wires and take it out completely. Then remove the two bolts that hold the top of the transmission to the engine.

Now jack the car up and put jackstands underneath, leaving enough room to get the jack in from the front. Then find both the drain and fill plugs for the trans and loosen them. These are pipe plugs and are in pretty tight. Remove the drain plug and drain the oil into a suitable container. Some people don't drain the trans, but when you remove the drive shaft, the oil goes everywhere, including on you.

Now remove the 4 bolts and nuts that connect the driveshaft to the differential. You may have to tap it with a hammer to break it loose. Pull the driveshaft out of the trans. Reach up and around the trans and disconnect the wires that attach to the switches. They should only reattach one way, so you shouldn't have to worry about reattaching them.

Now unbolt the clutch slave cylinder. While you're at it, pull the rubber boot on it back and check for leaks, if its bad, replace it. Also, check the master cylinder, you have to get inside the car to do this, it has a rod connecting it to the clutch pedal, and you can see the rubber boot, check it for leaks. Now remove all the bolts connecting the trans to the engine.

All you should have left now are the bolts for the rear mount. Place a floor jack under the center of the trans and remove the bolts that hold the mount. Slowly lower the jack until the trans is hanging, then raise the jack until it touches. Now grab onto the rear of the trans and bounce it up and down until it begins to separate from the engine. Sometimes you need to pry it away from the engine. Once the trans is free of the engine, move it towards the rear and lower the jack until it gets to the ground. Drag it out from underneath.

Now it's time to look at the clutch. Make sure you mark the pressure plate and the flywheel, if you reuse the clutch, you must line up these marks or the clutch may shudder. (sometimes it does anyway). Remove the bolts that hold the pressure plate

on and remove it, sometimes a screwdriver is needed to persuade it. If the clutch disc is close to the rivets, has any cracks in it, or either the pressure plate or the flywheel have grooves or blue spots in them, replace the clutch.

If you replace the clutch, you must resurface the flywheel. Any good machine shop can do this. To remove the flywheel, you need a breaker bar and large socket to put on the front crankshaft pulley and lock it to keep it from turning. Then break loose and remove all but one of the flywheel bolts. Carefully pry the flywheel off the crank, using the remaining bolt to keep on from smashing your fingers when it comes loose. Once it's loose, remove the last bolt and carefully pull the flywheel off. Remember, flywheels are extremely heavy and can really hurt. When you reinstall it, note that one of the bolt holes is offset, it can only go on one way.

To install the clutch, you must have a clutch pilot tool. If you don't use one of these, you may never get the trans to go all the way in.

Now bring the trans back in and position it underneath in about the right place. Jack it up until it the front shaft just begins to go into the clutch. You may have to put your hand up there and feel it. Look at the teeth on the flywheel in comparison to the trans. You want to keep these as close to in line with each other as you can. Now, just shove the trans all the way in so that it lines up on the dowels. This is easier said than done. Sometimes it happens right away, sometimes it takes a while. That's why it's critical to use a pilot when lining up the clutch.

If you have difficulty getting it in, turn the crankshaft pulley or try different positions, it will eventually go in. Once it's in, start a couple of the trans to engine bolts and snug them up. Then jack it up until you can get the rear mount installed. Once this is done, it's just a matter of doing things in reverse of how you took it out. When you refill the trans, fill it until it runs out the fill hole. Hook up the battery last, and off you go!

-Z


Fiesta de Albuquerque

11th Annual Z-Car Convention July 20-25, 1998

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

▼▼▼▼▼▼▼▼

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



For Registration Information Contact:
Fiesta de Albuquerque
Hosted by the New Mexico Z Car Club
Michelle & Janet Forsman, Coordinators
Fiesta Line: 505/323-2298
e-mail: muzcc@swcp.com

▼▼▼▼▼▼▼▼

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

Schedule of Events

Monday, July 20, 1998
 2p00pm Registration Opens
 7:00pm Welcome Reception
 9:00pm Theme Clift Party

Tuesday, July 21, 1998
 9:00am El Oro City Fun Rally
 2p00pm Nissan & Parts Swap Meet
 4:00pm Internet Club Social
 8:00pm NCCA Annual Meeting #1

Wednesday, July 22, 1998
 9:00am Solo II Auction
 7:00pm Tradition of New Mexico Dinner & Wine-Tasting

Thursday, July 23, 1998
OPEN DAY
 9:00pm NCCA Annual Meeting #2
 10:00pm Club Officers Meeting

Friday, July 24, 1998
 9:00am Golden Parking Int'l Tour
 11:00am Z Olympic Dinner
 7:00pm King & Queen

Saturday, July 25, 1998
 9:00am Car Show to Old Town
 7:00pm Formal Awards Banquet

Sunday, July 26, 1998
 7:00am Pancake Breakfast Buffet

ten, in terms of what effective backspacing means viewed from the perspective of distance from the hub flange surface and the inner bead seat of the wheel. So I'll retract my retraction and go on record as saying that you should subtract the spacer thickness from the wheel's backspacing to get the effective backspacing for the spacer/wheel assembly.

"The reason I say this is that if you think of the hub surface as an unchanging distance from the bearings (and therefore the strut centerline) then all you should worry about is the distance from the hub surface plane to the plane which is perpendicular to the spindle and mid distance between the bead surfaces (I'll call this the wheel's mid-plane). Adding the spacer increases the distance from the wheels midplane to the mounting surface of the wheel/spacer assembly

"But it would change the scrub radius, depending on which direction the scrub radius is in. I don't know but I imagine all cars are probably designed to have the scrub radius such that the strut or kingpin centerline intersects the ground (for a constant, stock tire radius) to the inside or outside of the wheel's mid-plane. If it was always to the inside (toward the cars center) adding the spacer or putting on more positively offset wheels would increase the scrub radius. If the strut centerline hit the road to the outside

(away from the hub) of the mid plane of the wheel/ground contact point, then a spacer or more positively offset wheel would decrease the scrub radius

Pete and Paul seemed to have pretty well nailed it down by this time, but just to make sure that Pete didn't think that I was casting myself in the position of unassailable authority, I wrote back: "I'm not enough of an authority to be certain, but I wanted to at least point out that scrub radius is one of several things that could easily change with a wheel change, and that all changes would have handling ramifications. These changes might be small; or some small and some large with a cumulative negligible effect; or large if accumulated in a single direction

So the forgoing, et al, hopefully corrects the backspacing error I made in the Big Wheels article, even though it doesn't fully explain exactly what happened to my scrub radius, or predict what will happen to yours. For that info I think it's prudent to suggest that you find a really good wheel/suspension person when you contemplate changing rims

Case Closed? Geez I hope so. But probably not

-Z

Transmission Removal

By Duane Bender

This is in response to an e-mail to the club Website on removing a trans in an '81 280ZX.

Chris,

I'm writing in response to your request on removing and I assume reinstalling your transmission on your 81 280ZX. I'm going to make a couple of assumptions, one is that you are doing this with a minimum amount of tools, and two, that you are going to look at the clutch while you have the trans out. If you are not planning on this, I would reconsider that decision, it's much easier to do this job only once.

The first thing to do is to unhook the negative terminal of the battery. This is the one with the "-" (minus) sign. Always do this terminal, that way if you accidentally ground the wrench, you won't have a spark or a fire. Then go inside the car and remove whatever part of the console that it takes to get to the shifter. It's usually held down by Phillips head screws. You also need to remove the rubber cover underneath the console. This will expose the shifter. It is held in by a horizontal pin with a circlip on it. Carefully remove the circlip, they have a tendency to fly, so watch it. Pull the pin out, and pull the shifter straight up. Now is a good time to check the plastic bushings, they are almost always worn out.

Big Wheels

When I wrote the article on fitting big wheels to your Z, little did I know how much some head scratching it would generate, and how much of the scalp would be mine

First off Paul Richer wrote: "I was confused by the wheel article in The NewZletter. You state

(my Centerlines) have a 5.0" back spacing (the distance from a straightedge laid across the inside face of the rim to the inside face of the wheel where it bolts to the hub/brake drum). (They) came with a 3/8" spacer which must be used to clear the springs and spring seats. This therefore works out to a 5 3/8" (5.375") backspacing. This conflicts with my memory from somewhere that you need a 4.5" backspacing on the early Z to clear the springs and spring seats, but I can't dispute the measurements

(Paul continued:) "The way I see it is, if you have 5" backspacing to start with, and then you add a 3/8" spacer, your effective backspacing is reduced by 3/8" to 4 5/8". The wheel is moved further away from the car which is the same as reducing backspace

Having Paul's correction in hand, and after thinking about it some more, I accepted the fact that I had gotten it wrong and replied to him: "I originally figured it as you suggest: 5" minus 3/8". But as I was going thru it the last time I thought: if backspacing is the distance from the inner wheel face to the hub face, then by adding a spacer I've pushed it away from the hub farther. I need to push it away or the tire will rub the spring

"Well I just thought it thru again and you're right. The wheels I have have too much backspacing: the backspacing projects the inner tire surface inboard from the hub face so much the tire contacts the spring. So back spacing has to be reduced, hence the spacer. So it should be 5" minus .375"=4.625

Case closed. Well, no, not quite. Pete Paraska then wrote me

"I had some disagreements with parts of your article. First, adding a 3/8" spacer to the 5.0" backspace wheel gives an effective backspace of 5.0-3/8" or 4.625", which is why you don't see a problem on your car (it's close to 4.5" which is stock)

"This fact kind of blows holes in one of the cons you list for wide wheels, such as: Increased scrub radius (it's only increased by .125" or 1/8" with the 5.0" backspace wheel and 3/8" spacer. Not a big deal. The handling won't suffer much from this little bit of scrub radius change, (although the rest of the wide tire issues you bring up are true and problematic) and the bearing wear will increase negligibly, if at all, with this scrub radius change

Case Closed. No, not quite, because shortly after, Pete wrote back

"After looking at it again, I've decided I needed to get coffee first and I was totally wrong here. But if you had a wider wheel and didn't need a spacer, and the backspacing were the same, the scrub radius would be the same as the stock situation. Right

So I then wrote Pete something about all the coffee in Columbia not changing the fact that I was wrong. And I added something that Paul Richer had observed: that it made a difference if one thought of the spacer as being part of the wheel or part of the hub

Case Closed. No, not quite. Pete wrote back: "Here goes my retraction of my retraction: O.K. so I think you're saying that adding the backspacer thickness to the wheel backspacing (as you did in The NewZletter article) is incorrect? I had said that and then retracted. I think you have to view it in terms of the spacer being part of the wheel and then you would be subtracting the spacer thickness from the wheel backspacing. That would mean the article is incorrect as writ-

ZCCW Automotive Activities

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	

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

December						
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 4

Road trip to Leavenworth

October 5

.Rally "4" Kids, King County, WA

October 11

Crazy Days Car Show. Arlington/Lakewood

October 11-12

29th Annual Monroe Swap Meet, Evergreen .Fairgrounds

October 25

ZCCW General Meeting - Cedar River Brewing Co. 201 Williams S., Renton, (425) 339-1393

November 1-2

Swap Meet, Kitsap Fairgrounds, Bremerton

November 1

Antique Toy Show, Puyallup, WA Fairgrounds

November 9

Elite's Project Santa Claus, Bellingham

)?November 22(

ZCCW General Meeting - Location TBD

December 14

South Central Jingle Bells Cruise, Tacoma, 206.475.7005

)?December 20(

.ZCCW Christmas Party. Location TBD

December 20/21

Christmas Fair, Puyallup Fairgrounds, 206.845.1771

— What's Coming Up... —

As the year comes to an end, so does most of my listings of automotive events. If you have information that you would like to see listed in our Activities Calendar, LET ME !KNOW

:I can be contacted at
Cell/Pager/Voicemail:
360.961.3615

Home Phone: 360.424.8643

Email: mswhite@sos.net

USPS: 2212 Alison Avenue,

Mount Vernon, WA 98273

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 mswhite@sos.net.