

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

TO:



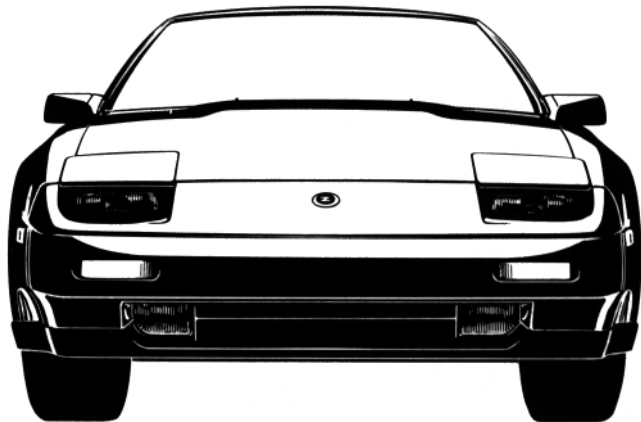
The *NewZ*letter

of the Z-Car Club of Washington

Vol. XXVI, No. I

May/June, 1998

Next Meeting: Flaming Geyser State Park • 27 June 1998 at 3:30 - See page 15



Nissan 300 ZX 2-Seater

— *What's Inside* —

Presidents Corner	2	Activities Calendar	10-11
Z-Car Care Day	3	Edible Z	13
Consumer News That You		Quick Bits	14
Can Use Part II	4	Map/Directions for June Meeting	15
Restore Your Z	6	More SU Tech	16
My 300Z Part II	7	Transmission Ratio and Years	17
Blue Lights are Illegal	8	ClassifiedZ	18

Well everyone, here's the short and sweet of it. As we are entering June you may be wondering what happened to your May issue of *The NewZletter*. Well, the dog ate the floppy that stored it. :-)

Less than 45 days to the Fiesta de Albuquerque. Are you ready? Have you got your application turned in? What about your room reservations? The basic itinerary for the "Cannonball to Albuquerque" was distributed at the May meeting.

Our main big event of the year is starting to take form. Reservations have been made at the Jefferson County Fairgrounds for the weekend of August 21-23.

During that same weekend, the Port Townsend Kiwanis is putting on their Classic Car Show. Since many of us missed it last year - due to the ferry wait - those who are going to be going to the fairgrounds on Friday night will get the chance to check out the full day of the show.

Regarding our June meeting... The plan is to meet at Flaming Geyser State Park. Unfortunately, when I called to see about reserving a shelter the park people said that the shelters were all reserved.

Instead, though, let's hope for plenty of sunshine that would be perfect for a picnic. The route, from what I understand, is rather scenic - perfect for a bit of a cruise.

Be sure to check back next month about Washington's version of California's SB42 - No emissions testing on our Z's in the future???

Z-ya at the meeting!



ZCCW Membership Application

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

First year membership dues prorated if joined after first 1/2 of the year for new members. i.e.:

Table with dues information: Individual, Family, Associate for January-June and July-December.

*Associate membership is for those whom it would not be feasible to be able to attend any meetings or events.

Associate members in the United States will receive the printed version of The NewZletter

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

Z-Car Club of Washington

18505 Alderwood Mall Pkwy. Suite # 1-419 Lynnwood, WA 98037-8013

Membership Type selection box with options: Individual, Family, Associate.

Form fields for New Member? and Update? with checkboxes.

Name(s): Birthdate(s):

Address: City:

State: ZIP: E-Mail:

Phone:

Z-Car 1: Color: Year: Model:

Z-Car 2: Color: Year: Model:

Z-Car 3: Color: Year: Model:

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

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

Cruises: Autocross: Other:

The NewZletter

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

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ZCCW Executive Board

President:Michael S. White Vice President:Mark Mullen & Greg Cagle Secretary:Jeff Wieand Treasurer:Janene Mullen

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

Advertise them here in *The NewZletter!*

Call Michael at: 360.856.5185 or email: mwhite@sos.net

(4) Enkei (eight-spoke Panasport/Minilite style) wheels w/ mounted 215/60-14 Goodyear Eagle GT+4 tires with only 10K miles. Four-bolt pattern for 240Z through 280ZX. All in excellent condition. Retails at \$1400. \$600 obo. Leigh L'Heureux <leigh.lheureux@pss.boeing.com> 425-294-7445.

Parts for sale. 240Z: chrome plated steering gear housing, side rods and compression rods. \$25.00; 4-sp transmission (includes shift lever, clutch cylinder etc) \$25.00; pressure plates (2) \$5.00 ea.; clutch/brake pedal assembly. \$10.00; half shaft (1). \$5.00. 260Z: elect fuel pump assy. \$5.00; Jim Phelps, Arlington, WA, 360-435-6845 <JimTrish@worldnet.att.net> .

For Sale, set of 7.5 by 16" Centerline aluminum wheels with Yoko 225/50-16's. Wheels need cleaning but no dings or curb rash. \$600. Consider part trade for band saw or wire welder. Located Seattle area. Don't want to ship them. Can deliver as far south as Portland, OR. Jim 360-221-3170, <jameslux@whidbey.com>.

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

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

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

'71 240Z for sale. Recarro's - need seat covers. Racing steering wheel. \$7,000+ invested in front end rebuild, tranny, rear-end, radiator, brakes, etc. Have receipts for work done. Still needs some work. Has body damage - no frame damage. Will



let go for \$2,000. Runs good. Pete Rossi 425.831.5850

I am selling my 1983 280ZX. I have spent many dollars and hours fixing it up (and loved every minute of it). Here is a list of the upgrades done to the 280ZX since March 1997: Replaced Rear deck seal, Replaced various lights, taillight lens, Complete lube job/oil change/radiator flush, New spare tire and cartridge/rear wiper fixed, brand new struts and shocks (and 4-whl align), Body work (rust prevention, scratch removal, dings fixed), ** brand new paint job (very nice too!), 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. Not to mention all the TLC I've put into the car. :). Make offer to Greg by e-mail <kelly@lightningweb.com> or phone (206) 213-0964.

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

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



Z-Car Care Day

at



MOTORWORKS LTD.

DOMESTIC & IMPORT REPAIR

Owner, and ZCCW member, Duane Bender has graciously offered Club members to use his shop to to do some repairs and check out what may be wrong with our Z's.

When: Saturday 13 June
starting about 10:00am

Where: 12700 Bel-Red Road
Bellevue

Phone: 425.453.7082

See map on page 13

Bring your Z and put it on the lift to see places in your Z you may have never seen before.



Consumer News That You Can Use Part 2

From the Aug./Sept 1996 edition of the Z-Club Bulletin. By Joe Triolo

Q. Why Doesn't My Car Get Warm Enough in the Winter?

A. There could be several reasons: low radiator coolant level, stuck air damper, failed thermostat, plugged heater core, or failed blower motor.

You can check the coolant level in the radiator yourself when the engine is cold. If it's low add coolant and see if that helps. Once you've added coolant, find out why it was low and have it repaired. That way, the problem won't recur.

A stuck air damper and failed blower motor are easy to check. With the engine running, place the heater control in heater in the heat position and turn the blower switch to high. Listen for the sound of the motor and feel the heat outlets under the instrument panel for air. If the motor is working but there is no air, the damper door is probably stuck and requires service. If the motor failed, have it replaced.

If you're getting air but no heat, the thermostat could be failed or the heater core plugged. Bring your car to your service center for diagnosis and repair.

Q. How Often Should I Have My Engine Cooling System Checked?

A. You should visually check the coolant once a month, and more often in the summer. Make sure the engine is cool. To check, remove the radiator cap or read the coolant level on the coolant recovery reservoir.

Visual checking of your coolant system can be easily done on most cars today when you check your oil. It can be done even when the engine is

hot because the radiator cap doesn't have to be removed. Refer to your Owner Guide for further information.

The temperature of the coolant should also be checked by a technician at least twice a year with an engine thermometer to make sure that the thermostat is working properly. A failed thermostat can cause the engine to operate at a lower temperature, which can turn your engine oil to sludge and impair vital lubrication.

Q. Why Doesn't My Air Conditioner Cool the Car?

A. Most likely, the problem is one of two things: A refrigerant leak, or a loose or worn air conditioning belt. In either case, you should have the problem checked by a qualified service technician. A refrigerant leak will require a professional to seal the leak and add refrigerant to the pressurized system. If the belt is worn or loose, it should be replaced or retightened to the proper tension with a tension measuring tool. Since your Z car's AC system vacuum controlled you should look for a vacuum leak.

Here's a added tip to help prevent refrigerant leaks: Operate your air conditioner in the off season for about five minutes each month. This allows the refrigerant oil to lubricate the seals and prevents them from drying out.

Oils, Fluids and Filters

Your car needs high-quality oil, fluids and filters to operate properly... and safely. Without them, your car will perform poorly or, in some cases, not at all.

That's why it's important to check your car oil and fluid levels regularly. Replace the oil and filters regularly.

Transmission Ratios and Years

Mike DeAngelis posted the following to the 240Z-List.

Someone posted the following 5-speed gear ratios on the list some time ago. I copied it to a permanent file for future reference because I have three of them: a 77-79, 81-83, and FS5C71B (acquired from Datsun Comp in 1974). I also rebuilt each of these trannys over the years, and I sure would like to put the 77-79 fifth gear in the 81-83 tranny. But I hear it doesn't fit. Guess I'll just have to find out first hand one of these days. Hope this info helps.

According to the factory service manuals and the micro fiche parts catalog, the '77-'83 Z car (USA models) 5 speed transmission had the following ratios:

	77-79	1980	81-83	70-76	FS5C71B
1	3.321	3.062	3.062	3.321	2.906
2	2.077	1.858	1.858	2.077	1.902
3	1.308	1.308	1.308	1.308	1.308
4	1.000	1.000	1.000	1.000	1.000
5	0.864	0.773	0.745		0.864

The Borg Warner made T-5 transmission used in the 280ZX turbo models had ratios of:

1	3.500
2	2.144
3	1.375
4	1.000
5	0.780

However, from talking to people who have done it, I recall that putting a T-5 transmission in an earlier Z car requires a custom made driveshaft and modifications to the transmission support and gear shift lever.

There was a 5 speed 720 truck ('79-'85) transmission that will bolt in to your car that also has "lower" gearing. However, there were two other sets of different gear ratios available, depending on the truck model:

	#1	#2	#3
1	3.592	3.321	3.592
2	2.246	2.077	2.057
3	1.415	1.308	1.361
4	1.000	1.000	1.000
5	0.813	0.833	0.813

Another option is to talk to transmission guru, Roger Schmidt at the Z Barn (800-247-2793). He has successfully changed a five speed front countershaft gear and input shaft/input gear with those from a 240Z four speed transmission. This gives you a "custom" five speed with a lower ratio in first through third, and fifth gears!

A 1977 280Z with a manual transmission would have an R200 differential with a 3.54 ratio. If you want to stay with an R200 you can get a different ratio from a 280ZX. Your options are:

- 3.36 ratio:
280ZX 2+2, 4-speed (all years)
280ZX 2+2, 5-speed (up to 7/79)
- 3.70 ratio:
280ZX GL model (Grand Luxury) (up to 7/79)
- 3.90 ratio:
280ZX 2+2, 5-speed (from 8/79)
280ZX GL model (from 8/79)

-Z



More SU Tech

By Scott Bruning

OK, some more info here...

The SU carb, whether it be 3 or 4 screw, has some adjustments in it. The first is the idle speed. This is the screw mounted on the body that pushes the butterfly open. The second is the idle mix. This is the nut on the bottom of the carb that forces the nozzle down. The third is the balance screws on the linkage.

What about the needles? They get pushed in to be flush with the piston body (not inside the groove!), right? NO! THEY GET PUSHED IN TO BE FLUSH WITH THEIR RESPECTIVE NOZZLE! Nissan nozzles are not a constant length, therefore the needles must be matched with the respective nozzle. Install your needle into its piston, lightly tightening the set screw for the needle. Install the mix nut tight (spring installed), and then slide the piston in it's body. Push the piston down until the needle pushes in to seat against the nozzle. Remove piston, and tighten needle set screw. Reinstall piston, spring, and dome.

This process serves 2 purposes. First, the carb must be capable of shutting off the gas supply. This is proven when the mix nuts are screwed all the

way up and the car dies. Second, the gas flow must be even when the needle is pulled up by engine vacuum. This is accomplished by matching needles with nozzle length.

3 Screw SU's-We all hate them, right? The nozzle never aligns properly with the needle...MFG defect! Every one of the buggers is bored off-center. I'm talking about the brass tube the nozzle rides in. Well, Z-Therapy fixed that problem! We make our own nozzles with the hole for the needle bored off center to match! ZT nozzles are bored/diamond honed to match the offset bore of the 3 screw SU. These are hand-fit to each carb. We do not sell 3 screw nozzles seperately. Any 3 screw sold comes with a lifetime warranty-in other words, don't go replacing parts-just send them back to us.

What are some indications of a misaligned nozzle? After cleaning with carb cleaner, the linkage still does not return to the full-up position. The nozzle sticks down, causing a constant rich (choke is activated) condition. New nozzles will not fix it, as they are bored on-center. ZT nozzles fix the problem.

-Z

Q. How Often Should I Check My Engine Oil?

A. Ideally every time you get gas. It's that important. The life of your engine and the smooth running of all its parts depend on clean, high-grade motor oil. It's the lifeblood of your car which lubricates and helps cool every part of your engine.

Add oil only until the level reaches the fill mark on the engine oil dipstick. If you have to keep adding oil regularly, something may be wrong. Have it checked by a technician.

Q. How often Should I Change My Oil and Filter?

A. Check your Owner Guide for an accurate listing. The maximum mileage you should put on your vehicle between oil changes is 3,000 miles. However, you may require oil changes at more frequent intervals, depending on your driving habits. If you regularly tow a trailer, drive at high speeds in hot weather, or take frequent short trips in cold weather, you should change your oil every 2,000 miles. It is important to change your oil at the proper intervals because of the breakdown of the oil mix over time and use. Otherwise, depleted oil could result in costly damage (such as overheated bearings and pistons, ruined valves, and engine freeze-up).

Q. What Are Multi-Viscosity Oils?

A. Viscosity is the oil's ability to flow; this changes with temperature. Cold weather causes your engine's oil to become more viscous, thick and heavy. Heat makes it less viscous, lighter and causes it to flow more freely. Today multi-viscosity oils such as 5W-30 or 10W-40, with their minimum to maximum designation, are generally suggested for year-round use in your vehicle. Multi-viscosity engine oil gives you all-season starts; Check your Owners Guide for your vehicle's oil recommendations.

Appearance

Your vehicle is one of the major purchases of your life. It represents a financial commitment that will probably be exceeded only by a purchase of a home. Because it is such an important investment, you should help make it last for as long as possible. Preventive maintenance in terms of your car's appearance is one way.

Q. Does the Appearance of My Vehicle Influence Its Value?

A. The resale value of your vehicle is strongly affected by it's looks. It pays to keep your car looking good. You've heard the expression, "First impressions count." This applies most emphatically at trade-in or sale time.


More than any other factor, the appearance of the vehicle has been found to affect the decision of a used vehicle buyer. If a car doesn't LOOK appealing, a prospective buyer may not give it a chance.

Most new and used car dealers evaluate the cost of making the vehicle saleable at the time of appraisal. In other words, how easy is it going to be for a dealer to sell? The amount you receive for your trade-in is a dealer reflection of this.

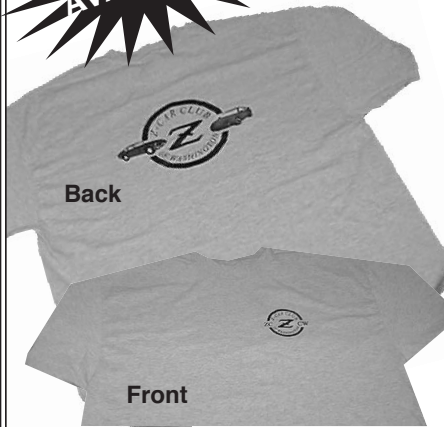
Your investment in your car's appearance can pay for itself at trade or resale time.

Q. What's the Most Important Thing for Me To Do To Maintain the Appearance of My Car?

A. Wash it and wash it often. How often is often? In some areas, that means once a week during harsh, snowy months. Every two to three weeks should be often enough during warmer months. You should be quick to wash off harmful substance, such as road salts, oils, and grime that can speed up corrosion. Washing your vehicle is one of the least expensive forms of preventive maintenance.



Z-Club T-Shirts



The Z-Car Club of Washington is pleased to announce the availability of Club T-Shirts! They come in ash-colored 100% pre-shrunk cotton in medium, large, extra-large, and double-extra-large sizes.

To order, send money order or check payable to the Z-Car Club of Washington for \$18.00 per shirt (\$15 for shirt plus \$3 for S&H) to:

ZCCW T-Shirts
600 N. Reed St. #17
Sedro-Woolley, WA 98284

Q. Any Suggestions When Washing My Vehicle?

A. Yes. First, be sure to use a soap specially for that purpose. Be careful not to use other soaps or detergents you may have around the house.

Q. What Kind of Car Wash Should I Patronize?

A. If you choose to get a professional car wash, get a brushless car wash. A brushless car wash is usually less abrasive to your car's finish.

Q. How Important Is It To Polish My Car and How Often Should I Do It?

A. Along with washing, polishing is important to maintaining your car's appearance. Ideally, it should be done about every six months. Polishing will protect your car's finish from harmful effects of the sun, tree sap, pollutants, and other corrosives. Use chrome polish on your vehicle's chrome at the same time to keep moisture off the metal. Be sure to use a quality polish.

Restore Your Z

Wayne Karnes posted the following to the Z-Car List.

Don't know if this is of interest, but here it comes... I had the occasion to be at Stevens Creek Nissan today, and was b-l-l—tting with one of the used car managers. He told me that the first restored Z they sold was traded back in by the buyer. The buyer was happy with it, just didn't want a museum piece. He told me he thought they turned it out for \$27k, the 2nd time around. I told him too rich for my blood.

In turn he told me that Steven Creek Nissan has been authorized to accept candidates for factory resorations (bring 'em your Z and a your check book and get back a factory restored Z - well not exactly factory but close). He was saying it is supposed to be a great bit less expensive than buying one they have for sale. He didn't know a ball park

Be Prepared for Winter or Summer Driving

In additon to regular monthly maintenance checks and suggested scheduled maintenance, don't overlook the importance of seasonal maintenance to prepare your car for the coming winter or summer. That includes checking the battery and cables, engine coolant, radiator cap, coolant recovery reservoir, windshield washer reservoir, hoses and belts.

Providing this extra attention at the proper time will help ensure that your car performs properly during severe winter and summer driving conditions.

Editor: This has nothing directly to do with Z cars, or does it? Better safe than sorry.

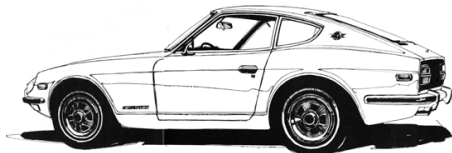
-Z

figure, he would ask his general manger for an estimate, and get back to me.

I asked if he would mind if I gave out this info and used his name along with his phone number. He hesitated at first, then said yeah go ahead. Sure why not. If anyone is intersted in this program...contact:

Erik Kiss
Stevens Creek Nissan
4855 Stevens Creek Blvd
Santa Clara, Ca. 95051
tel: (408) 983 5900

-Z



1. South on South Center Pkwy - thru light @ 178th.
2. Frager Rd to 200th . Rt on 200th to Orillia Rd.
3. Left on Orillia Rd - becomes 212th - rt on Frager Rd.
4. @ stop sign @ Reith straight across Cont. on Frager Rd. to W. Valley Hwy.
5. Rt on W. Valley Hwy - after going under Hwy 18 stay on W. Valley Hwy.
6. Take 1st rt after transfer station (58th Pl. So.)
7. 58th Pl is one way up, stay to left @ top & wone way down
8. @ bottom go left on W Valley Hwy. to Ellingson Rd.
9. Rt on Ellingson to "A" St.
10. Rt on "A" St. - Just across bridge - left on Lakeland Hills Dr.
11. 1st Left is Oravietz Rd (passes elem & HS) Follow to stop sign.
12. Left @ stop sign (Hersey Rd) Becomes "R" St. (Passes Game Farm Pk)
13. @ stop sign turn rt & take 1st rt @ 1st light ("M" St.)
14. Cross RR tracks & 1st rt after the light (3rd St)
15. Rt @ stop sigh on "R" st. & follow road.
16. Go under Hwy 18 (again) 1st rt is SE Green Valley Rd.
17. Flaming Geyser St. Pk is approx 8.5 mi out SE Green Valley Rd on Rt.
18. @ stop sign in pk go rt & follow to end @ shelter #2 or to an area where there is enough parking/picnic space for our group.

● STOP SIGN
* TRAFFIC LITE
||| BRIDGE OR CROSSING

Here is the map for the June 27 picnic meeting at Flaming Geyser State Park. My apologies for the hatch-up job but the map just wouldn't fit and still be somewhat readable. Let's meet at 2:00 at the South end of the South Center parking lot to drive to the park. Bring you picnic basket, blankets, etc. Unfortunately we were unable to get a covered area reserved. So, let's hope that the weather is nice for some fun at the Park.

Member Only Discounts

DNAutosports
1617 6th Street NW
Albuquerque, NM 87102
Phone: (505) 848-8424
Toll-Free: (888) 576-4562 [U.S. & Canada]

email: <dna@swcp.com> or <forsmanz@swcp.com>

Your source for recycled, remanufactured and new parts & accessories, collectibles, wearables, and literature for Z-Cars, Roadsters, 510's and more.

Hours: Mon-Fri 9-6, Sat 9-4, Sun - by appt. (Mount time)

ZCCW Discount: 20% off recycled and 10% off remanufactured and new parts & accessories, all collectibles, wearables, and literature.

Z-Car Motorsports Inc.
1770 SW 13th Court
Pompano Beach, FL 38069
www.z-carmotorsports.com
zboss@z-carmotorsports.com
954-782-1735

Parts, Restoration, Sales, and Service.

We are now offering 10% off all used parts to club members!!!

Any parts you may need for your Z. Email or call - either way I'll let you know price and condition. I don't have a catalog for the main reason, there's too much to list!!!! But I do have tons of used parts for all Z's all makes and all models!! We look forward to doing business with you and any other club members!!

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.

Fuel Injection

Fuel Injection Warehouse has recently received several requests for Z-car fuel injection components, particularly injectors, air-flow meters, and ECUs. Since we can supply these items, both new and rebuilt, at attractive prices, perhaps you would care to check out our website at <<http://members.aol.com/fuelparts>>. Additionally, our sister company at <<http://members.aol.com/parts2>> can supply your non-fuel needs, such as NGK wire sets, premium brake pads (Repc), and many other items. Thank you for your interest; hopefully we can be of service in the future. John


Fuel Injection Warehouse
3142 Pacific Coast Hwy.
Torrence, CA 90508
310.530.1243

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 & John Forsman, Coordinators
Fiesta Line: 505/323-2898
e-mail: nmzcc@swcp.com**

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

My 300Z, Part II

by Craig Channer

After having completed the repairs on my Z's battery acid damaged body work I was rather pleased with the results particularly since it was my first attempt. I'll probably never need to make a repair like that again because next time I'll know the area requires very careful examination prior to purchase. A lesson well learned.

Now I could get back to work on the rest of my 'Z'. Two things I wanted from my 'Z' were speed and handling. I decided that in order to achieve the power I wanted, there were two or three options. First would be to use the original engine, rebuild it for use with a super charger or turbo and utilize fuel injection from a 280ZX Turbo. There's also a turbo kit available from Corky Bell for about \$2,000.00.

Another option would be to use another engine. V8's are a common swap for Z's. Kits are available, including all the needed parts. Plans are also available for Chevy or Ford V8's. Very tempting indeed. Plenty of power with an abundant supply of aftermarket parts available in any configuration imaginable.

My other option would be to use a Nissan V6 engine with a Vortech supercharger. This combination I'd already used in my Nissan pick-up truck using a 300ZX Turbo ECU, injectors also from a turbo, and pressurizing the manifold with about

10lbs of boost. Horsepower output was about 250+. Adequate to power my 'Z' and nearly as powerful as a V8.

Another factor I considered was weight. A SOHC Nissan V6 weighs approximately 300lbs minus manifolds and accessories versus a comparably equipped 280Z engine at 350lbs which were both weighed in my own shop with a crane scale I borrowed from work. Someone told me that a Ford V8 weighs 60lbs less than a Datsun straight six which would be even lighter than a V6. I find that rather hard to believe.

All things considered, horsepower to weight-ratio, experience with Nissan V6's, and just sticking with Nissan parts, my choice was to use the V6. This meant that I would have to fabricate my own motor mount brackets and integrate a different ECU and wiring harness into the electrical system. A five-speed transmission from an '85 300ZX Turbo would be used to handle the estimated power level.

If I didn't enjoy working on my 'Z' car as much as driving it, this project would be more than I'd care to tackle but I was ready for the challenge.

-Z



1994 Nissan 300 ZX* 2+2

Blue Lights are Illegal

Al Powell forwarded the following the the Z-Car List following a discussion on those new head-lights found on some of the Mercedes Benz's, Lincoln's, etc.

Friends the following very specific and illuminating (pun itended) post appeared on the Audi-quattro list. I am forwarding it to this group (with some editing) because I suspect that some of our list-members are in fact using or contemplating using these blue-light headlamps. DO NOT. Here's why: _____

From: Steinbru@VNET.IBM.COM
Subject: FW: Dan Stern on Blue Headlights

I was hesitant to post this because of its length, but a number of people have asked for it, so here goes.

Subject: DANGEROUS was Re: ION BLUE HALOGEN HEADLAMP INSERTS

On Sat, 4 Apr 1998 it was written:

"Euro "Blue-Light" Dichroic Halogen Inserts. Now available for US-Spec Cars. Emit 30% more light than standard halogen bulbs. Brilliant blue/white beam provides better all weather illumination. Prices start at \$34.95/pair."

False, misleading, and dangerous. Here is the newly updated blue-light FAQ:

The bulbs this guy is advertising are not the High Intensity Discharge (or "Arc Discharge") headlamps found on some high-end cars (Mercedes, BMW, Porsche, Audi, Lexus, and Lincoln are the only companies to offer these arc-discharge lamps at the present, and only on certain models as a multi-thousand-dollar option).

Information about the blue headlamp bulbs:

Various companies and individuals are selling halogen bulbs that have a coating that makes them

light up with a bluish color. I receive at least four inquiries about these things per week. At least three of those four are from users who are angry because they installed them and not only cannot see properly, but frequently have also been ticketed.

A typical such complaint (with my response) is reprinted below.

"Why are blue headlamp bulbs dangerous?"

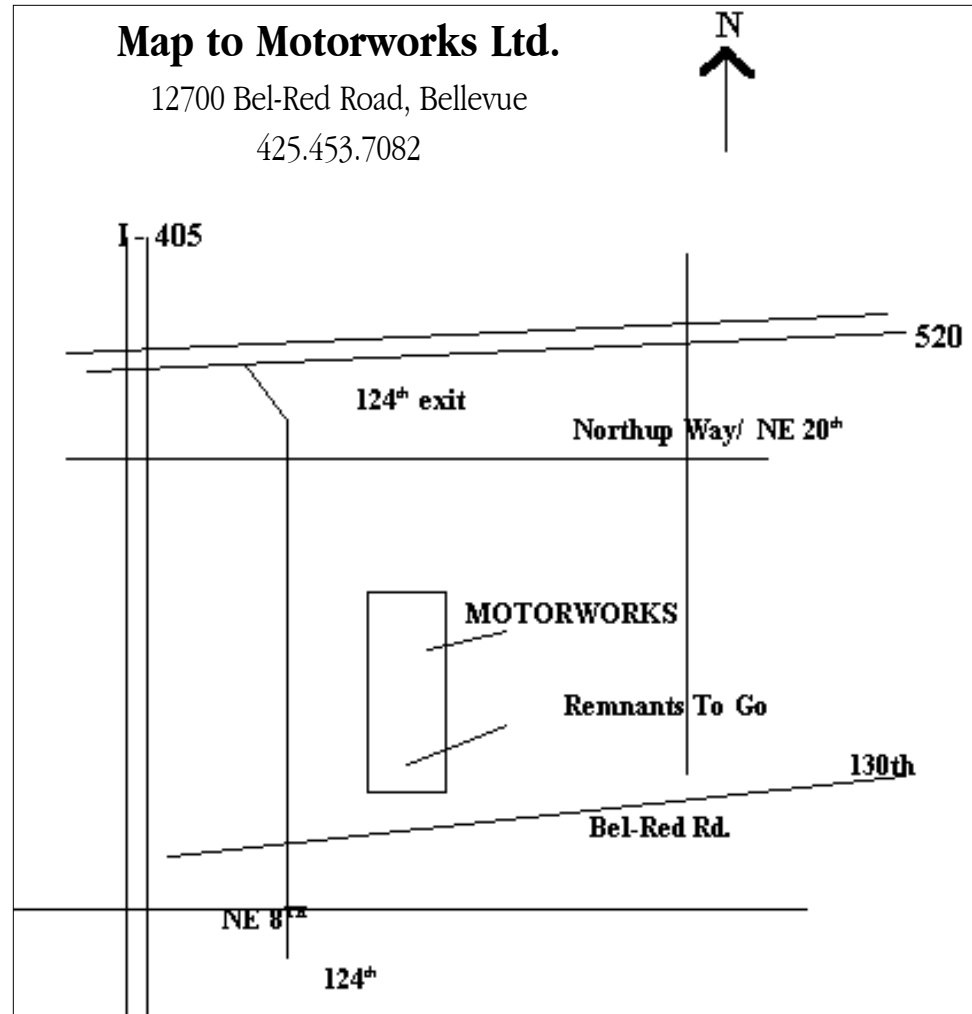
Halogen headlamp bulbs produce very little light in the blue frequency range. These blue bulbs have a filter coating on them that allows only the blue frequencies through the filter. Because very little light is produced by a halogen bulb in this range in the first place, it is only this very small amount—a tiny fraction of the total amount of light produced by a halogen bulb filament—that ever reaches the road. [Dangerous!!! - Al]

Headlamp illumination of the roadway and road hazards (including pedestrians, cyclists, animals, other cars, etc.) is dramatically reduced for the driver of a car equipped with blue headlamp bulbs.

Perversely, glare for oncoming traffic is sharply increased when the driver must look at headlamps that have been equipped with the illegal blue bulbs. Why?

Blue is the shortest wavelength/highest frequency color of visible light, and, as such, scatters the most readily. (To prove this to yourself, find a dark blue storefront sign or something else that's a dark, pure blue against a dark background in the absence of white light.

From any appreciable distance, it's almost impossible for your eyes to see the blue lighted object as a sharply defined form...the edges blur significantly. [Ever looked at blue letters on a TV



Edible 240Z

You've no doubt heard of those unique individuals who, in an effort to get in the record books or gain their 15-minutes of fame, will eat bicycles, car parts, and other iron-rich vehicles. Well, here's something a little different for you to get the Z-enthusiast in your life. How about a molded 240Z in chocolate??? You can find more information about them on the web at:

<http://204.131.249.1/candybsk/molded.htm>

of these bulbs are using "euro" in their descriptions of the bulbs. This is false and misleading.

The only colors permitted for halogen headlamps in Europe are white and yellow (No country requires yellow any more. Most countries allow the yellow and prefer the white.) In the US and Canada, all light emitting from the front of a non-emergency vehicle must be white, yellow, white-to-yellow (for lamps providing visibility), and white or amber (for parking lamps) and amber-only (for turn signals and front sidemarkers) in color.

In no case are blue-tinted bulbs legal for use in any European, Canadian, or American headlamp on any non-emergency vehicle.

"I installed them in my sprint and got a ticket from the RCMP."

As well you should have. The blue-tinted halogen bulbs are not a legitimate product, not a safe product, not a legal product.

"[I] went to the retailer and he says they are legal in Canada."

He's wrong. Read the text of Canadian Vehicle Safety Standard #108 and #108.1. These are the headlamp specifications for on-road use in Canada. Both specifications clearly state that all light issuing from the front of a motor vehicle for illumination purposes must be white, white-to-yellow, or yellow. The analogous US Federal Motor Vehicle Safety Standard, FMVSS108, contains the same requirement.

Now you're probably wondering why HiD headlamps, which have a bluish appearance, are legal. It's because they're not actually blue, they just appear more blue than the halogen lamps surrounding them. They are higher in blue and blue-green wavelengths, but this is specifically noted and approved in CMVSS108 and 108.1 (And, for US readers, in FMVSS108). A halogen or tungsten bulb that emits blue light is deemed a blue light, and is

illegal on non-emergency vehicles in Europe, the US, and Canada.

"Police still insist they are illegal."

That is because they are illegal. Given that the retailer of the bulbs fed you lots of BS regarding these bulbs' use in Europe, it seems that he does not know what he's talking about regarding vehicle headlamp regulations and applications in any country. These bulbs may make your car look "cool" to you, but the blue bulbs are not safe and are not legal.

"Any comments or suggestions please?!!!"

Yes. Stop playing with highway safety. Take the blue bulbs out and put proper clear ones in.

"Are there any lighting modifications that look odd, but are actually ok?"

Yes. There are new headlamp bulbs on the market, meant for use in regular halogen headlamp assemblies. They produce yellow light rather than white light. These bulbs do not have the dangerous effects of the blue bulbs discussed above, and have been proven (and approved) to improve bad-weather visibility and reduce glare. They look unusual, but they are actually OK.

Daniel Stern dastern@vrj.net
Stern Lighting Co.

Your comprehensive automotive lighting supplier.

-Z



screen? They look fuzzy and hard to read - same effect. Al.]

When blue light strikes water (rain, fog, snow) it scatters in all directions and makes on-road vision very difficult. Blue also is a very difficult color of light to look at if it is at all intense...it stimulates the reaction we call "glare".

"Why are so many motorists using the illegal blue bulbs if they're so bad?"

There are several reasons I have learned by talking to users of these bulbs:

1) Because they have been confused by marketing claims for the blue bulbs which falsely and incorrectly equate the blue bulbs' performance with the very expensive arc-discharge headlamps found on top-line luxury cars. They have been led to believe that by replacing their car's proper headlamp bulbs with the blue-coated bulbs, their headlamps' performance will be increased. In fact, quite the opposite is true; their headlamps' performance is dangerously DECREASED.

The placebo effect is alive and well, however, and the motorist who pays \$35 or more for a set of these bulbs often will continue to insist that his headlamps have been made "better." Several such motorists have continued to insist that the blue bulbs' performance was better, even when the dangerously low actual light values were shown to them on a light meter, compared to the readings from proper non-blue bulbs.

2) Because they believe that the blue light makes their car look "cool." This would fall into the same category as the dark plastic headlamp and taillamp covers that are favored particularly by the younger male drivers for their appearance "enhancement" value, despite the fact that these covers, like the blue bulbs, are illegal and dangerous.

"How can I tell a genuine arc-discharge headlamp from a regular headlamp that has these dangerous blue bulbs?"

One clue is the type of car. As mentioned at the top of this message, there are only very few models at this time in North America being offered with the arc-discharge headlamp system, and all of them are very top-end/luxury models from Audi, BMW, Lincoln, Mercedes, and BMW. If you spot bluish light coming from the front of a Honda or Chevy, you have found the illegal bulbs!

Another way to tell at-a-glance is to observe the color of the light. Genuine arc-discharge headlamps run with a very purplish-white character that will remind you exactly of the color of the electronic flash on your camera (because it is the same technology).

The blue bulbs give headlamps a sick turquoise-blue-green coloring. Once you have this information in mind, it is easy to spot a user of these bulbs at half a mile. (Note: Cops see it too!)

"What are the exact legal aspects of blue headlamp bulbs?"

Simply put: They are illegal in all of the US and all of Canada. Below is a typical complaint/question I get about blue headlamp bulbs, together with my response. This motorist, who happened to be Canadian (though I receive many similar questions from American motorists, as well) asked about the legalities involved, and I have referred to the relevant vehicle codes.

———— Forwarded message ————

"You may have seen blue tinged headlights coming towards you. They are factory replacement bulbs, standard feature on all European cars."

They are nothing of the sort. The only "blue tinged" headlamps that are legitimate and legal are HiD (High Intensity Discharge) headlamps, which do not use a bulb at all, but instead have an encapsulated arc-discharge tube. Some of the marketers

ZCCW Automotive Activities Calendar

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 13 ~10:00-?

ZCCW Z-Car Care Day - Motorworks Ltd.,
12700 Bel-Red Road, Bellevue

June 14

BCZCR Mount Baker Run - Bring Picnic Lunch

June 27

ZCCW General Meeting - Flaming Geyser State Park -
Picnic. Meet at South parking lot of South Center at
2:00.

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 11

Return to Renton Benefit Cruise-in. Boeing Parking Lot
#10. 425.827.8463

July 18(?)

ZCCW General Meeting - 3:30 - Red Hook Brewery -
Woodinville.

July 19

The Pacific Northwest's Hottest Rod, Custom, Muscle &
Classic Car Show. Registration 7-10am, Show time
10am-5pm, Trophies 4pm. 360.568.4084

July 20-25

Fiesta de Albuquerque - 11th Annual Z-Car Convention,
New Mexico

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

August 2

BCZCR Whistler Run

August 21-23

Pacific Northwest Z-Car Gathering "Meeting of the
MindZ." - Port Townsend
ZCCW General Meeting - Sometime during the week-
end.

August 22

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

— What's Coming Up... —

September 26

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

October 31(?)

ZCCW General Meeting - 3:30 - Location TBD

November 28(?)

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

The ZCCW draws its calendar information from many sources. If you would like to be one of those sources and have automotive events that you would like to have included, email Michael at misubite@sos.net.