Z-CAR CLUB OF WASHINGTON

Volume XIV Issue I | The Newzletter of the Z-Car Club of Washington | February, 1997

Report: January Slot Meet

The ZCCW of held one of its winter social events at the Super Slot Raceway in Everett on Friday January 17. As I was already in Everett, I arrived early to check out the new location. Last year we had raced on the smaller of two tracks at Super Slots' old location in downtown Everett, but since then, Super Slots' moved, taking with it only the larger track. The smaller track ended up in a pub (sorry, I don't know which one) a few blocks south of Super Slots new location at 5108 Evergreen Way.

As I waited I couldn't help but notice one fellow who had a car that was blindingly quick. Naturally I ambled over to take a look. The chassis, if you could call it that, was piano wire soldered together, and the body was really light, thin flexible plastic about 3/4" high. The body sides continued vertically to keep air from spilling over the body sides to capture some aerodynamic downforce. I talked with him a while and acted as turn marshall (helped get his car back on the track). He said he'd been at it and had–get this–$5000 invested in his various cars, etc. His controller had switches, fuses, knobs, and metal dodads sticking out all over it, and allowed him to alter the amount of engine braking and acceleration characteristics. He said the engine turns 300,000 rpm and is soldered directly to the chassis. After half a dozen laps, the engine torque actually ripped apart the engine-to-chassis solder joint and he had to have it resoldered on the spot. After the repair and a half hour more of laps, this kind fellow asked if I'd like to drive this thing. You Bet!! I guess I didn't seem dangerous to him. The thing was lightning in a can: very responsive (the controller was a dream) and fast. He said the gearing was set up for a 138' track, so the engine had reached max rpm by the end of the straight (you could feel it better when driving it). As it was set up, he said it would do about 80 mph. His fastest timed lap (that I saw) was 4.04 seconds, which on the 168' long track is 41.58 feet per second. That, by my calculations, is a 28.35 mph average speed! And that's on a track with 6 turns, some with a radius of only 18"!!

When the appointed time of 7PM rolled around, I began to wonder if I had the date wrong, and to fret that I'd gotten the newZletter out too late to remind those ZCCW'ers who hadn't made it to the Christmas Potluck. But the date and time was right, and shortly after 7:00 Mark, Janene, Lea, and Eric Mullen showed up, with Mark Hostetler and companion (sorry–didn't ever get his name) also walked in. It soon became apparent that the club turnout would be low, so instead of hogging the whole track and turning out some enthusiastic kids already running cars, we simply bought some track time and ran on an open track.

While last year's event had been tightly organized, with several heat races culminating in three finals, this year we all just went round and round. The Super Slots track is big–168 feet long–and begins with a long straight followed by the number one turn: a left-hand, high speed banked 180 degree turn that many cars can take flat out. Next is a shorter straight, followed by turn two–a slightly banked 180 left–and another straight feeding into turn three which is another 180, this time moderately banked and to the right. Following #3 is the second longest straight which feeds into a wicked dogleg to the right, and then a short chute under a bridge where the cars disappear. Following the short chute is a 270 degree unbanked turn to the right, followed by another short chute on an overpass crossing the dogleg beneath, and a slightly banked 120 degree turn to the left to bring one back to the main straight.

All semblance of order fell away as soon as the juice was turned on. Mark Hostetler and friend commandeered two black cars with Grand National bodies, ran on adjacent slots, and proceeded to repeatedly bash each other off the track amidst howls of laughter. Quickly acquiring a severe case of target fixation, the duo's modus operandi seemed to be a drag race down whatever straight lay ahead, followed by some variation of coming together at a speed well in excess of that possible at the concluding corner. The rest of us, not quite as focused, did

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Next Scheduled Meeting

Saturday, February 22
3:30 pm at Z-Sport Inc., Everett

On the Agenda:

Associate Memberships, Membership Cards, Z-Party & More...

Contents

A Message from the President:

Well, now that we have made our voices heard by Nissan, we may see something coming!

What am I talking about?

As many of you may know, recently we received a letter from Oracle Strategic Research Inc. that is contracted with Nissan to conduct a survey research project among Z-Club members and Z-Owners. They are going to be conducting a mail survey to gather opinions about potential future directions that the Z Car could take, and the preferences of current owners and club members.

Oracle has requested a mailing list of club members so that they may conduct this research. An email message was sent out to everyone (known) that has an email address to get the permission of individual members before arbitrarily sending out this information. Unfortunately, to oblige their request for the information by their specific deadline, I have sent out everyone else's address. If you fall into this category and do not want to be a part of the survey, let me know! I will do everything I can to get your name off that list.

Some of you may remember not too long ago when it was suggested not only on the IZCC mailing list but in our own NewZletter to write to Nissan to assuage them from ending the Z line. It seems as our cries have not fallen on deaf ears.

What is going to come of this?

We don't know yet; time will tell. Keep an eye out in the NewZletter for more information as it becomes available.

On another note...

This may be your last issue of the Z-Car Club of Washington NewZletter if we have not received your annual membership dues! For everyone who has already sent in their dues, thank you for your continued support to make this club our club!

Z-ya at the next meeting!

ZCCW Newzletter

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Mark Your Calendars!!!

Z-CAR CLUB OF WASHINGTON

1997 Winter Swap Meet

The ZCCW announces its 1997 Winter Swap Meet at the National Guard Armory in Snohomish, WA on Sunday, Feb 23, Noon - 4:00 PM

- **Free to Buyers**
- **Only $10 per space for Sellers**
- **Indoor* Heated Facility**

*If you are selling and have oily, greasy or otherwise dirty parts please bring a tarp to set them on.

The Armory is located at the corner of Ferguson Park Rd. and Ave D. It's the building with the big gun out front.

For more information or to buy a space, contact Paul at 206 334 7356

Battery Tray Replacement

Mike Gholson <mtg@PEAK.ORG> wrote (to the 240Z list):

"Okay, I need to remove my battery tray so that I can get in there to treat/remove the surface rust. The tray is tack welded three different places. Who knows the best way to remove this tray?"

Pete Paraska <paraska@oasys.dt.navy.mil> replied:

"The best way is to drill out the spot welds from the engine compartment side. They are fairly easy to see, especially if you remove the paint on the flanges where the welds are. The last place the paint will be is down in the spot welds, making it easier to see.

You can just simply drill them with a regular bit, but it is preferable to use a "spot weld drill." It's like a small hole saw. It is guided by a center point that you insert into a center punch mark you make. (I like to use one of those automatic center punches that you just push down on where you want the center punch mark.)

You can get the "spot weld drill" or whatever they call it from Eastwood Co. (http://www.eastwoodco.com/ or call 1-800-345-1178). They mail out free catalogs every month.

For this area you'll probably need a 90 degree attachment or a close quarters drill motor to get a straight shot at some of the welds against the inner fender in front of the battery. You have to have the spot weld drill shank normal (perpendicular all ways) to the surface or it will walk off the spot weld.

You set the "spot weld drill" to drill a certain depth with using an allen screw in the tool, so that you only drill through the top piece of metal. After punching and then drilling all the welds with this tool, you remove the part (battery tray).

MG: "For the future ... how should I replace it when I'm done getting rid of the rust?"

PP: When your done removing the rust and painting underneath, etc., use some Cold galvanizing compound on the mating surfaces (Eastwood sells this also), and weld between up the metal that the spot weld drill removed with a MIG or TIG welder. Grind a little and paint.

I've removed a lot of the "two pieces of sheet metal spot welded together here and there" areas of the 240Z like this. Of course, there was little if any paint between them originally, and a very thin galvanizing on the steel from the factory, so there is usually rust found where the two pieces are against each other in between the spot welds. I removed the forward edge of the rear quarters and the spot welds under the bumper indents, most of the rocker panels, the doubler plates for the old style (70-72) front bumper to body attachments, and many other areas with this spot weld drill. Works great on removing that hood latch bracket from the fire wall, if your going the JTR route for the V8 conversion, too.

This practice of spot welding several pieces of steel together is fine, but the back in the 70s the factory didn't know much about how to do it so that rust wouldn't form between the welds. I've fixed that with the Cold galvanizing compound on the mating surfaces where I've taken the area apart, and using Zinc Chromate primer where I haven't.

Eastwood Rust Prevention and Control Solutions

One problem which every auto enthusiast has to handle is rust control. Unless you have done a complete frame-off restoration or can afford to part with some major dollars on a concours-quality machine, virtually every vehicle is going to have some rust on it somewhere. Even if rust is not visible on the outside, some is likely to be hidden away inside fenders and rocker panels, even inside the frame rails. In part, this is because it was just too expensive and impractical for auto manufacturers to treat every surface on every vehicle. American cars built in the late 1950s are particularly prone to rusting. The combination of complex sheet metal work, with lots of hidden nooks and crannies, as well as cutbacks in the quality of the steel that was used because of the recession at the time, led to the construction of some vehicles which were notorious "rusters" even when new. To their credit, many manufacturers took steps to slow rusting by such methods as using galvanized steel in rust-prone areas and better application of undercoatings at the factory in areas not readily accessible after the car was assembled. However, these vehicles are now over thirty years old, and many of the rust control systems have failed. So the problem remains: how does the restorer control rust?

Very basically, here are three different ways to handle rust: removal and replacement of the affected metal, conversion of existing rust, or slowing the spread of rust on areas where the first two methods are impractical.

Ideally, replacing rusted metal with fresh metal is the best way to have a rust-free vehicle, but very few of us can afford the cost of new panels. Besides that many brand-new panels simply are not available anywhere at any price. The remaining alternatives, conversion and slowing its spread are more practical, and we'll give you pointers on the best ways to use each of them.

Rust conversion involves stopping the rusting process by chemically acting on the rusted metal and changing it into a more stable compound. The chief advantage to this method is that rust does not have to be completely removed for the converter to work. This makes rust conversion the ideal solution for large pieces like the chassis, or difficult-to-access areas, like inside rear quarter panels. Corroless, available from The Eastwood Company, is an ideal product for this application. The only surface preparation that's required is to brush off large rust flakes and get the surface free from grease and oil. It's even all right to use a water soluble degreaser to clean the surface before applying. Just be sure that you use plenty of water to rinse the degreaser away and that you let the piece you're working on dry thoroughly before treatment. Corroless can then be either brushed on in areas where final finish is not important, or sprayed on for a

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Autocross Season Is Coming!

In Iowa, where I grew up, April was the month that you knew Spring would come after. April was still winter to be sure; I remember an overnight snowstorm that dropped 10 foot drifts a quarter of a mile long on April 15. But the Northwest is surely a different place, and April in Washington means the start of the Autocross season. And to kick the season off right, the SCCA is offering the North West Regional Solo II School in April. If you've wondered what autocrossing is all about, but have just never acted, this is the year to find out how much safe fun you can have with your car. We'll have more details in subsequent newZletters, but for now, here's an article by Donn Vickrey and Tim Nevins to get you started.

Getting Started in Autocross

by Donn Vickrey & Tim Nevins

I have been talking about autocrossing at meetings and in the newsletter and I thought a primer of some sort was due. The intent of this article is to provide a basic understanding of what autocross is all about and give you some pointers on how to get started.

What is an autocross? An autocross, also called a Solo II event (in SCCA-speak) or a gymkhana, is a low to medium speed event typically held on a large parking lot, airport runway or some other flat paved surface. Generally, autocross events do not exceed 70 mph and even that speed typically isn't maintained for more than a few seconds at a time. They are called solo events since cars are engaged in a race against the clock, rather than a wheel-to-wheel race. The person with the lowest elapsed time in their class wins. Courses are typically outlined by a series of traffic cones or pylons, and may be marked by a chalk outline (though this is unusual in our area). A trained safety steward approves each course; the courses are very safe and have plenty of run-off room.

Generally, there is nothing harder than a rubber traffic cone to hit. I have never seen anything more serious than a spin during my time in autocross, but stories of the occasional rollover or contact with a curb are not unheard of. Most incidents are due to poor preparation or unanticipated course conditions. All courses are essentially miniature road race style courses featuring both left and right hand turns, long fast sweepers, hairpins, and yes, straights. Autocross courses generally have many more turns per lap than road race courses so even though the laps are shorter, they are quite challenging and require good concentration. These events are fairly car friendly in that they are easy on the drivetrain and other major components. Any reasonably maintained car should have no problem competing in a complete season of events and also functioning as every-day transportation. Autocross does put more stress and wear on your tires than regular street driving, however.

Cars are divided into classes based on performance potential. In the beginning you will more than likely compete in the Novice class which is composed of new drivers in a wide variety of cars. You may make the transition to the open classes as soon or as late as you feel comfortable. However, local rules state that you may not win more than 3 Novice events before moving up to the Open classes. So put those thoughts of whupping-up on novices after three years out of your head.

Why Autocross? Autocross is great for learning car control techniques in a safe and controlled environment. You can safely drive your car at its limits since there is (gen-

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erally) nothing to hit except those pesky cones. The cones are soft and will not dent your car. If you have a real desire to run over a lot of cones you can protect your paint with a front-end bra or mask and a little racer tape (cheap, racing equivalent of duct tape - but it CAN be removed!). I like autocross because you get to drive your car in a fashion that will get you ticketed (or worse) on public thoroughfares. You will improve your driving skills in a variety of ways.

There are generally one or more driving schools during the season which allow you to get personalized instruction from experienced drivers. While most professional driving instruction costs thousands of dollars, you can receive instruction from a national autocross champion for next to nothing at the local schools. Even outside of the driver schools our region has a great novice program which provides help and instruction throughout the season. One of the most enjoyable parts of autocrossing is the people, most of who are more than willing to answer questions or even offer unsolicited advice! "Seat time" (time spent driving your car) and reflection on your previous runs are the two things that help you improve your skills. You can also take advantage of expert instructors after the event during fun runs. You may even want an experienced driver to drive your car to see how someone with more experience handles your car. There are also some opportunities to ride with the experienced folks in their cars.

Autocross is also a fantastic way to get your feet wet in motorsports. In time, many people transition from autocross to other forms of motorsports such has high speed solo events (called Time Trials or Solo I) and wheel-to-wheel racing. Many others continue on with autocross. For the serious autocrosser, there are national and regional championships that offer superior competition and great camaraderie. Finding an autocross club and preparing for the first event before deciding on a car class, I would first check around to see what clubs sanction autocrosses in your area. In Western Washington there are at least three clubs that sponsor autocrosses series. Most clubs have relatively similar rules. Nevertheless, you want to chose a club (or more than one club) and carefully review their rules before preparing or enhancing the performance of your car. Moreover, even the SCCA's own regions have their own regional classes.

To be honest, unless you have considerable experience, you will not be competitive right away no matter how well your car is prepared. I recommend delaying any car preparation (other than routine maintenance and proper tire inflation) for at least six events. I made the mistake of attempting major modifications early on in the process; I had to reverse many of the changes either because they were not legal in my class or because they did not perform well in an autocross environment. Besides, an experienced autocrosser in a Hyundai Excel can beat an inexperienced driver in a Viper. Believe me, I've seen it happen time and again over the past year.

Once you have identified the club you want to run with, make sure to air up your tires to 40-45 psi before you leave for the event. At the event, ask the novice instructor or a competitor with a similar car for the correct tire pressures for your car and tires. You can always let out any extra pressure. But, unless you come with an air pump or air tank, you will not be able to add air to your tires after the fact. There is often air available at the events in Kent, but you don't want to be caught out when it's not available. You can sometimes borrow some air from a competitor with a storage tank or bring one of those small air compressors that plugs into the cigarette lighter in your car.

Showing up for the first event: Make sure to show up early for your first event. There are a number of things that you will have to do once you arrive. First, you will need to register and sign up for a work assignment. Most autocross clubs use participants to work the course - i.e., to set up cones, to call in downed cones, and to ensure the safety of other participants. Next, you will have to have your car and your helmet inspected. If you do not have a helmet, you can use a loaner helmet provided by the club. Be aware that loaner helmets are not a perfect fit and may clash with your racing outfit. Helmets are relatively inexpensive considering the alternative. Proper fit is one of the key elements of an effective helmet. Always consult the club rules when considering a helmet purchase. You want to be sure you get the appropriate type and specification helmet.

Preparing to drive: After your car is inspected, you will want to participate in the ritual called "walking the course." Most autocross clubs do not allow the participants to have practice runs. The only way to get a feel for the course is to walk it. When walking the course, try to visualize what it will be like when you are actually driving on the course. At first, will be very difficult to remember the whole course (it really hurts your times to stop and look at the map mid-run!). Most likely, you will not know where to place the car on the track. You will not be familiar with many of the more advanced driving techniques. Still, it is critical that you walk the course at least 2-3 times. In time, you will be able to visualize the course. It took me about a year to figure out how to visualize the course. One day, it just all clicked. It is also helpful to follow or watch an experience driver. See how they inspect the course, keep your eyes peeled for clues as to how a "pro" does it. Once you have walked the course, it will be about time for the event to start.

It may sound crazy, but one way to get a good idea of how to drive the course is to work more than your fair share. By that, I mean volunteer to work during several "run groups" and change your location to different corners each time. That way, you get to see other drivers negotiating the sections that you are worried about. Don't be bashful either. A word of caution; your first priority when working the course is NOT to learn the course. Your first priorities are safety (don't turn your back on approaching car and look out for other workers), watching for and replacing downed cones, and calling in downed cones to the timing and scoring trailer.

Driving: While on course, the most important thing to do is to look ahead to where you want the car to go. It will be difficult at first; the view in front of you will probably look like a maze of randomly placed cones. Still, if you are busy looking out to the side of the car, you will not have sufficient time to react to upcoming corners.

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The second most important thing is to drive smoothly. Do not jerk the wheel, don't trounce on the throttle, and don't stomp on the brakes. Do everything slowly and smoothly. And, don't commit to two abrupt actions at once. That is, don't brake hard and turn hard. Don't accelerate hard and turn hard. The tiny little contact patches provided by your tires cannot handle two hard or pronounced actions at once.

Some unsolicited advice: Don't worry about setting the top time in your class. It won't happen unless your class is populated by other novices. There are too many experienced drivers out there and it could take years of practice to be in top of your class (if it ever happens). Concentrate on having fun and learning. And, most importantly, do not get discouraged, do not compare yourself to others (at first), and do not give up. If you stick with it, you will get quicker and then you can start to compare yourself as a means for setting benchmarks for improvement. At first, however, always set your benchmarks at an appropriate level. A good starting point is "achieving at least one clean run (i.e., no downed cones) per event, or "improving your times on each successive run."

Car classing: All cars are placed in classes in an attempt to equalize competition. Of course, competition can never be equalized - primarily because driving skills vary dramatically across individuals. But, car preparation also makes a big difference. The best advice I can give you regarding selecting a class and preparing your car is as follows. First, keep it simple. Don't pick a class that requires extreme modifications unless you just love to tinker. The competition is just as good in the stock classes as it is in the modified classes. In many cases it is better since many of the better drivers prefer to spend their money on driver training rather than car modifications. Second, if you decide to run in a class that requires modifications of any sort, consult with a knowledgeable shop first (such as Ground Control, Carrera, Rebello, etc.). You will save yourself a ton of money if you do it right the first time! Also, I can tell you from first hand experience that it is VERY unpleasant to drive a car that is not properly set up. I tried that for 6-8 months and I will NEVER go through that again. Some common SCCA classes are briefly explained below. Before attempting to modify your car for any of these classes (even the stock class), BUY a copy of the rules book for your club, study it carefully, and ask lots of questions.

Stock: In general, the stock class rules allow only for aftermarket struts/shocks and cat-back exhaust systems. Of course, you may also run any DOT approved autocross or DOT road racing tires.

Street Prepared: The street prepared class allows a number of suspension modifications (such as camber plates, coil over springs, aftermarket sway bars) and minor engine modifications (like a free flowing exhaust and header, aftermarket induction and fuel injection systems, and very mild cylinder head modifications). SP cars are also allowed to run any wheel size, although they must run DOT approved tires. If you decide to run in a SP class, realize that it will be expensive and your car will not be very streetable. If you drive your car to work every day, do not expect to be able to build a competitive SP car. Most nationally competitive SP cars are not smog legal and provide a comfort level surpassed by a covered wagon (mainly due to the extremely harsh suspensions required for this level of preparation).

Prepared and Modified classes: Don't even think about running these classes when you are just getting started - unless you happen to own a Z with a V-8 conversion. In that case, you will have little choice but to run in the E-Modified class. Also, be aware that adding a cam to your Z will throw you into the prepared class, to fend for yourself against purpose-built, tube frame race cars running 15-1 compression. More questions? If you are interested in autocross drop me a line or give me a call. I'd be happy to give you advice and help you get started.

[Note from Tim: The outline and much of the text of this article comes from Donn Vickrey, [vickrey@cts.com], a San Diego area autocrosser and road racer. My thanks to Donn for the use of his fine work!]

Race Day: What to Bring

Now that we've introduced you to autocrossing, here's a list of items that you should think about bringing with you to your first autocross care of the Windy City Z Club:

1) Cooler- fill it with ice, it will all melt. You can bring pop, iced tea, etc. Make sure that you don't bring any alcoholic beverages. If you do, don't pop that top until the last car has run. Be sure to being a container of water. A big one, on the order of one gallon per person. This is a MUST. Most race days are hot and there is no water there. If they aren't hot they're windy and wind dries you out. And the first thing dehydration affects is your brain power. If you don't want to buy a greasy lunch, bring sandwiches, chips, etc., and be the envy of everyone around.

2) Sunglasses and a hat with a chin strap. Unless you <u>like</u> being sunburned/windburned.

3) Sun Block- This is optional. There is NO shade at the track.

4) Rain Poncho/Umbrella- If it's not sunny, it will probably be raining. Ponchos are preferred; they leave your hands free. A garbage bag with holes cut in for arms will help in an emergency.

5) Lawn Chair- Only if you have room. You did say you wanted to stand up <u>all</u> day, didn't you?

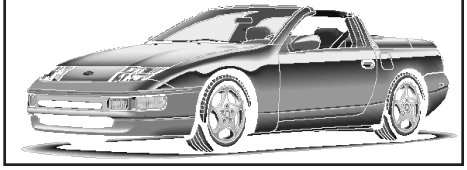
6) Helmet- ANSI (Z90.1 or newer) and SNELL (75 or newer) approved, no motorcycle. These are for local racing only.

Make sure your car is in good tune and not leaking fluids and such. Make sure your battery is mounted <u>securely</u>, your wheel bearings are tight, and your brake pedal is high and firm. If all that is good, you should have no problems.

<u>Mark your calendars!</u>

April 5 - SCCA/NWR Solo II School in Kent

April 6 - Time Trials



Rust Prevention

Continued

smoother finish in areas which will show on the completed vehicle. Since Corroless is compatible with virtually all types of paint systems, final painting can be done in a conventional manner. Corroless reacts with rust to form the more stable compound, Magnetite, which does not rust. Corroless also contains special moisture-displacing ingredients which act to remove any residual surface moisture. This is where other products of this type can fail. Although they may do a successful job at rust conversion, there is still a small amount of moisture left on the surface which can cause rust, despite the previous treatment. It is entirely possible to have this rust form bubbles on the surface of your refinished vehicle in as short a time as a few months! Corroless goes further than this though: it contains microscopic glass particles, which interleave during the curing process. This interleaving forms a barrier which is virtually impermeable to moisture so that further rusting will not occur. Corroless is available in convenient aerosol cans, which have a very high solids content and yield much more coverage than other aerosols with the same weight. For larger jobs, quarts and pints (are also available. These two can be applied by brush straight out of the can or they can be thinned up to 15% with lacquer thinner, if you plan to use a spray gun to apply them.

There are certain situations in which neither metal replacement nor rust conversion are practical solutions. Two examples are treating the inside of rocker panels and frame rails. These are both areas which are prone to rusting, but which are fairly inaccessible. In many cases, these areas only require the use of a rust retardant-type product which is both easy to apply and which will slow the spread of existing rust. Eastwood carries a product called "Heavy-Duty Anti-Rust" which works very well. It is a spray-on film which makes it possible to treat difficult-to-access areas. The resulting coating seals the surface from exposure to air and moisture and thus slows the formation of new rust and the creep of existing rust. Anti-Rust is perfect for areas which will not be exposed to direct weather, such as those mentioned above, though the coating is self-healing if it should get scratched. Eastwood's Anti-Rust acts as a great rust preventative product when applied to new metal, too. Heavy-Duty Anti-Rust is available on two formulas: an aerosol (net wt. 11.75 oz.), and one quart can.

If you have been fortunate enough to be able to install new replacement panels, you still have the concern of keeping them from rusting. Eastwood's Cold Galvanizing Compound can help ease this concern. This product contains 90 percent pure zinc and chemically fuses to bare steel and forms a very rust-resistant barrier. Cold Galvanizing Compound is perfect for application inside new rocker panels and inside rear quarter panels - just about anywhere rust prevention of new metal is important, but where the part treated will not be painted. (Cold Galvanizing Compound should not be painted over) In addition, This product acts as a great weld-through coating, too. Apply it to sheet metal pieces which will be used in inner quarter panel repair, then weld as usual. The coating will not affect the quality of the weld, and will retain is rust-preventative properties.

To restore factory-style protection inside wheel wells and on the undercarriage, Eastwood's Rubberized Undercoating can help. It adheres well to both bare metal and painted surfaces and forms a tough, resilient barrier against stone chips and road salt and spray. For small touch-ups and repairs, use the aerosol (net wt. 18.3 oz.) or for larger jobs, our one quart size cover lots of area.

If you are applying Heavy-Duty Anti-Rust, Rubberized Undercoating, or Cold Galvanizing Compound to large areas, Eastwood's Undercoating System is an essential tool for the job. The Undercoating System is used with your air compressor and includes enough pieces to access virtually every area on just about every vehicle. Included are a 30" flexible wand, 20" rigid wand, 5" close-quarters wand, one quart plastic bottle, pressure head and gun assembly, 45 degree reverse spray tip, 90 degree directional spray tip, and a blast tip.

If you have any questions, email eastwood@chesco.com and type "tech help" in the subject field

January Slots

Continued

roughly the same thing as we began to feel out the track and the cars. No cars escaped abuse.

Turn one, at the end of the main straight, would have been a more dangerous spot if it hadn't been for the banking. Turn two, where one had to seriously get off the gas and get down to a sensible speed, was a magnet for flying cars. Turn three, being a little tighter than #2, got it's share too. But by far the nastiest spot to be in the first ten minutes was under the bridge just after the dogleg. Frustrated by #3's tightness, everyone seemed eager to get back on the throttle in a big way, and that little ol' dogleg didn't even seem like a turn til you got there. But once the doglet had done its work, the bridge seemed to funnel hurdling cars into the helpless hulks lying (often unseen) under the overpass.

Compounding the chaos in the beginning (and for some drivers, never) was a tendency for drivers to not look ahead. At all. Hey, as long as I can see my car I must be alright, huh? This lead to some spectacular punts and even some off track excursions. I don't mean out of the slot, I mean off the track. Over the guard rail. On the floor.

The excitement wasn't confined to the driver's lane. Undoubtedly the most exciting place to be was track marshall for the the exit from the dogleg turn #4, the infamous place under the overpass. Car's would disappear and not re-appear, and it was up to the turn marshall to get in there and get the car out before another one plowed into it. As the track was at least three feet wide, this meant that some cars were very hard to reach; one had to almost lay down on the track, get your nose right down there. And of course all the while there were these drivers intent on each other and not looking ahead....

The Red slot, beneficiary of the gentlest radius (and therefore fastest speed) in corners 1 and 2, got stuck with the tightest radius in the dogleg. Cars that came off at the dogleg lay helpless under the bridge.

Quote from The Slots:

"My car just won't do the corners." – Lea Mullen

Drivers Awards:

Mark Mullen: most amount of 'roof time'.
Lea Mullen: least cooperative car.
Eric Mullen: farthest car retrieval
Mark Hostetler: most nerfs

Z Wheels

I was asked a question by someone recently and that brought up a different question I'd like answered. Perhaps some ZCCW member know the answer:

What (if any) other cars have wheels with exactly the same bolt spacing, diameter, and stud size as the early Z? Are there any at all that are identical in all three of those categories? I'm not concerned about limiting the answer to wheels that are only the same diameter as the Z's, i.e.: 14". Other diameters that have the Z's pattern/spacing are ok and worth knowing about. Neither am I overly concerned with matching the Z's wheel width (4.5" for the early Z's, widening to 5" in '74 I believe). Knowing other possible widths and diameters having the Z's exact bolt pattern might be helpful to others. If you have this info, please pass it on and I'll put it in the newZlettter. --JL

Z Car Mouse Pads

Marlene C. Rosecrans <rosecran@zeus.anet-chi.com> of the Windy City Z Club sends along this tidbit

Z-car mousepads are now available to IZCC members. These are the same pads available at three of the new Z-stores, Motorsports Industries, and a growing number of Nissan dealerships. The mousepads are approximately 9"x 7.25" (23cm x 18.5cm) with thick foam backing and are in full color with each Z-car model represented. Order your mousepad NOW by sending a check or money order for $15 (USA) or $18 (foreign) for each mousepad. USA funds only, please. The price includes First Class or Air Mail shipping as warranted, so your pad arrives in good time. With each order Husker Corporation will donate $5 to the IZCC. Help your club by buying yourself a great gift! To order, send check or money order to: Husker Corporation, 7421 South Woodward Avenue, Suite A306, Woodridge, Illinois USA 60517 For more information contact huskercorp@aol.com

Z T-Shirts

Here's another Z theme T-shirt, this info posted to the Net by Jennifer Bond <jenifer@halcyon.com>: For all interested, the G.I. Joe/Barbie T-Shirts are 16.95 and none of it is shipping. (And then she referenced an earlier post:)

"They take AM EXP, MC, Visa, and Discover. The illustration is great. The view of the car is from above at an angle (from the driver's side). Both the guy and the Barbie (?) from the ad are in the picture and the car looks sweet! It reads, "Life is a journey. Enjoy the ride." [with the Nissan ad at the bottom]. The company is Studio Store and it's from Entertainment Weekly. It claims that all items are shipped express delivery and will arrive in just 3 business days. -- if you pay by credit card. For a check or money order, send it to: Entertainment Weekly Studio Store, Dept. EW-139, P.O. box 60044, Tampa, FL 33660-0044. If your outside the US or Canada, call 813-979-6842.

Steve Simmons also noted in another post that Courtesy Nissan (1-800-527-1909) will also sell the T-shirts.

Z Trivia

What is the difference between a slalom, an autocross, and a gymkhana? A slalom and gymkhana are virtually identical, with the slalom tending to indicate a course with a slightly higher average speed. A gymkhana is the same as the other two, except that some course sections may require megotiation in reverse gear!

Seat belts: What is the maximum measured G-force that a human being has survived? The maximum measured G-force sustained by a human body was 81 G's by a Colonel Stapp during human G-force testing with a rocket sled in New Mexico. The sled was programmed to achieve 44 G's. However it was discovered that elasticity in the restraining harness increases total G's endured by the human body. The message of this test is clear: your belts won't serve you well if they are aren't tight. Colonel Stapp's injuries originated on both acceleration and deceleration. Acceleration injuries were internal in nature and originated from the 5 degree seatback angle used in the sled seat. Deceleration injuries (where the largest G force was experienced) included partial ejection of both eyeballs, bruises from tissue compaction, and muscle strains. Sounds like something you want to run right out and sign up for, eh? More on restraint systems and system installation do's and don'ts in a future newsletter.

Note that I said "measured." Humans have undoubtedly endured more than 81 G's. However, they weren't measured. For instance, I know of several instances where people survived unopened parachute falls, one directly onto a runway.--JL

ClassifiedZ

For Sale: If you're one of the select few looking for a 4.38 differential, call Rex Jennett in Mountain View, CA who has one for sale. This gearing is a bit low for street use, but with a 5-speed it should be OK, especially if you occasionally do some autcrossing. Stub axles for CV-joint halfshafts machined for 4-bolt U-joint halfshafts. Not limited slip, but could be welded up for racing. Best offer over $150. Mountain View is in Northern California. Contact him at: datsrex@ihot.com

Parts Needed: Some interior parts for a '72 240, red. Ask for Willie at (206) 788-3652, after 5 PM.

Tell a fellow Z enthusiast about us!

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Give this application to another Z enthusiast!

ZCCW Application for Membership

Annual dues: Single = $25; Family = $30
Prorated by quarter for NEW members ie:

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

To join, fill out application and send with payment to:
Z-Car Club of Washington
11707 SE 60th Place
Bellevue, WA 98006

☐ New Member?
☐ Update?

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

Address: _____ City: _____

State: _____ ZIP: _____ E-Mail: _____

Phone: _____

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

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

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

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

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

Cruises: _____ Other: _____

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