

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

TO:

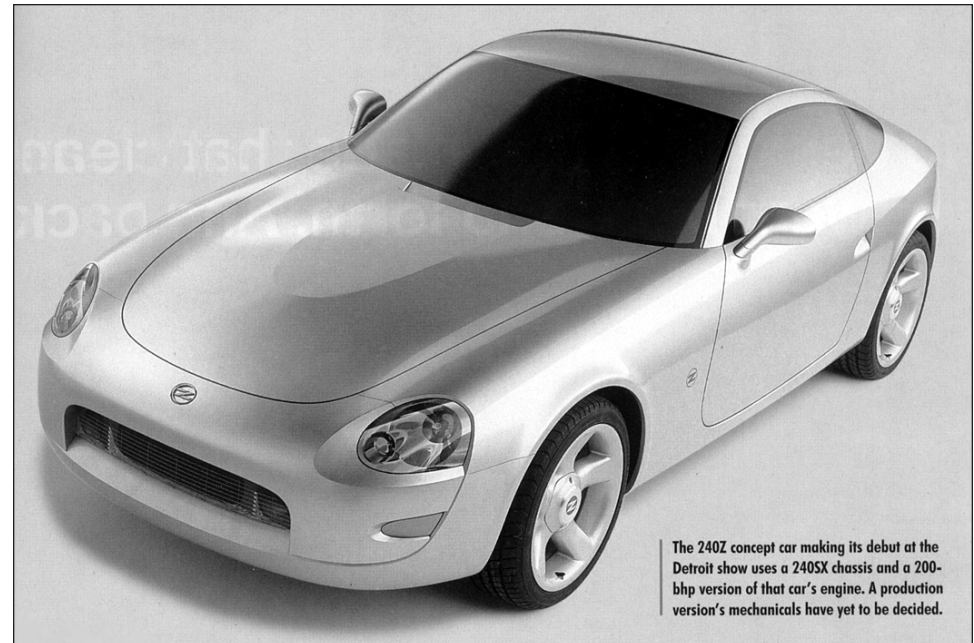
The New Z letter

of the Z-Car Club of Washington

Vol. XXXIII, No. 1

May 1999

Next Meeting: See Calendar for info on next meeting



The 240Z concept car making its debut at the Detroit show uses a 240SX chassis and a 200-hp version of that car's engine. A production version's mechanicals have yet to be decided.



— What's Inside —

Presidents Corner	2	Racing and Winning with the Z-Car	12
'90-'96 Nissan 300ZX Part 2	3	What Comes Next?	13
A Letter from Mr. K.	6	Quick Bits	14
The Birth of the 240Z	7	Z-Concept At A Glance	15
The Z-Car Evolves	8	Nissan Z Concept.....	16
Z-Car Clubs	9	ClassifiedZ	18
Activities Calendar	10-11		

Prez Saysz
 Well this is the first Pres Says column I have undertaken since becoming the new president five months ago. I sat down many times to try and compose an uplifting and fun article about the cars I love so much, but I kept coming up at a loss of words. I would start thinking about what should be done to my car and I would get up and go play with my car. Then twenty or maybe thirty minutes later (if I lasted that long) I would walk back in soaking wet and with numb hands (I have no garage and this winter it was always cold and raining). Being as I was now cold and wet, I was not in the mood to write an upbeat column about the cars I love. But that is obviously over with now. Because:

SPRING is HERE! Well it is sort of here. The days are getting longer and slowly the temperature is rising. It is almost car weather in the Northwest. That means that those of us without garages will be able to play with the cars and not end up with frozen body parts. It means it is time to stop ignoring that the Z needs a little tender loving care (read "The dirty Z car needs a wash and

wax"). The time for long car rides on nice sunny days through the twisting country roads is upon us. So here is to the car weather that is coming; may we use it wisely.

I hope to see some nice car weather on May 29th for our meeting : our cruise along Chuckanut drive to Learaby State Park. Till next month. Enjoy the Ride!

HOSS



Member

The NewZletter

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

Editor:Michael S. White
 Graphic Artist:Michael S. White

Submissions:
 USPS:ZCCW NewZletter
600 N. Reed St. #17
Sedro-Woolley, WA 98284-2117
 EMAIL: mswhite@sos.net

ZCCW Web Site

<http://www.nwlink.com/~mswhite>
 Webmaster:Michael S. White
 EMAIL: mswhite@sos.net

ZCCW Contact Information

Z-Car Club of Washington
 18505 Alderwood Mall Pkwy. Suite # 1-419
 Lynnwood, WA 98037-8013
 Phone: 425.379.2002
 Club EMAIL: zccw@mswhite.com

ZCCW Executive Board

President:Mark Hostetler
 Vice President:Michael Bates
 Secretary:Michael S. White
 Treasurer:Janene Mullen



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.:

Individual:	[January - June \$25.00]	[July - December \$15.00]
Family:	[January - June \$30.00]	[July - December \$20.00]
Associate:	[January - June \$15.00]	[July - December \$10.00]

Note: The membership year runs the calendar year (January-December). All memberships received prior to December will expire on December 31st unless it is indicated on the membership application that the membership application is for the remainder of the present membership year and for the next complete membership year. For timeliness issues, all new membership applications received in December need to be for the following membership year.

*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 Bkwy. Suite # 1-419

Lynnwood, WA 98037-8013

New Member?
 Update/Renewal?

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

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

Address: _____ City: _____

State: _____ ZIP: _____ Email: _____

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: _____

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: mswhite@sos.net

Early '71 240Z Dashboard. Excellent condition. Gauges included. Has small 1/2-dime-size crack above the glove box. Contact John at 425.774.5028

'73 240Z for sale. Does need some work. Perfect for someone who is more mechanically minded than her present owner. I would say that this Z is in fair condition. Would rather she go to someone who can help to make her better than go to the boneyard. Will tell all I know about her and sell at a reasonable price. Contact Michael by phone at 360.961.3615 or email at michael@mswhite.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> .

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. Comes with extra parts. Will let go for \$1,900. Runs good. Pete Rossi 425.831.5850

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

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

'77 280Z Runs Great. An attention getter - a real eye catcher. \$3,000 obo. Call 253.520.9034 evenings or weekends.

I have 30+ Z cars from 1970-1986 that I am parting out. Reasonable prices. Call Ron @ 253.843.2813 or <rmillik@nwrain.com>.



1971 240Z. Build date 9/70. 89,000 miles. New paint, chrome exhaust. Everything original except new items listed above. Mint condition. Second owner - have owned since 1974. Estimated value by Z-Sport is \$6,500. Contact Gary by phone after 4:00pm at 425.338.4194 or by email at <gwfrancois@aol.com>.

1990-1996 Nissan 300ZX - Part 2

By Gregg Kerber

As with many performance cars, the after market industry wasted little time producing parts for the 300ZX. Steve Millen was one of the first, which seemed natural given the fact that he was an IMSA GTO driver for Nissan. "I think the ZX is neat", said Millen. But he didn't mean just any ZX. It wasn't long before he began to massage his new 300ZX Turbo. Cosmetic stuff came first (front air dam, rear spoiler, and 17-in. Momo wheels with Yokohama AVS tires). "I thought it would be neat to give the ZX extra power. But then it needed brakes. And suspension." This is how the GTZ was born. Road & Track featured Millen's golden orange GTZ on the cover of their April 1991 issue with the title "Warp Speed: From Z to Super Z". The GTZ would do 0-60 mph in just 5.0 seconds, the 1/4 mile in 13.5 sec., and the 700-ft slalom at 67.3 mph (a Road & Track record at the time).

Engine modifications resulted in 460 bhp @ 6500 rpm and 430 lb-ft of torque @ 4750 rpm, without opening up the engine. The list of bolt on engine modifications included high-flow fuel injectors, large Garrett turbochargers, 50% larger intercoolers, low restriction air filter, HKS Vein pressure converter, modified mass airflow sensor, HKS Electronic Valve Controller, and a modified cat-back exhaust system.

In 1995 Stillen Motorsports developed the Stillen SMZ 300ZX in conjunction with Nissan's North American operations to be sold through select Nissan dealerships. The SMZ would be offered as a complete package with the same warranty as the factory car. The cost of the SMX was about \$57,000 (\$14,000 more than a stock 300ZX Turbo).

Exterior modification on the SMZ include a tall rear wing, new front air dam, side skirts, rear facia, and ducted air cleaner panel (the body panel between the headlights). Inside the car, carbon fiber cladding was found on the door handle surrounds,

center console, and gear shift knob. Razo aluminum pedals were added as well.

Engine modifications included a new intake manifold and air filter, a free flowing cat-back exhaust, and an extra 2-psi of boost. These changes resulted in 365 bhp @ 6500 rpm and 332 lb-ft torque @ 3500 rpm.

Yokohama AVS tires and wheels were specified (255/40ZR17s up front on 9-in. rims and 275/35ZR18s on 9.5-in. rims on the rear). Rounding out the suspensions upgrades were stiffer springs and larger anti-sway bars.

Steve Millen was not the only person tweaking the 300ZX. Jim Wolf (Jim Wolf Technology Inc. or JWT) has been tuning and tweaking 300ZXs for many years. Jim Wolf and Clark Stepler offer a combination of tuning and programming expertise. Both have gathered years of first-hand knowledge with racing teams, Nissan, Nissan Motorsports, dynoing, programming, fabrication, and engineering.

JWT specializes in Nissan vehicles; 300ZX Twin Turbo, Infiniti, Maxima, 240SX, Pathfinder, Sentra, 200SX, and all older Z cars. They offer applications like turbos, Electronic Control Units (ECUs), cams, computer-controlled nitrous oxide, complete engine building, and full race prepping.



Engine modifications on the 300ZX are often referred to as 'stage' upgrades. There are many variations and definitions regarding what a stage is. Here are a few examples:

Steve Millen Sports Cars

90-95* 300ZX Twin Turbo bhp @ psi (Stock: 300 bhp @ 9.5 psi)	90-96 300ZX Non-Turbo (Stock: 222 bhp)	Bhp (est)
Stage 1 Exhaust System	320 @ 10	240
Stage 2 Hi-flow intake	340 @ 10.5	245
Stage 3 ECU upgrade	396 @ 13.5	265
Stage 4 Larger intercoolers	405 @ 13.5	280
Stage 5 Electronic Boost Control	418 @ 14.5	300-320
Stage 6 Sport 500 turbos	445-500 @ 16.5	
Stage 7 Twin hi-flow intake	na	
Stage 8 Sport 550 turbos and larger injectors	550+ @ variable	
Stage 9 Nitrous oxide (NOS)	600+ @ variable	

SGP Racing

90-95* 300ZX Twin Turbo bhp @ psi (Stock: 300 bhp @ 9.5 psi)	90-96 300ZX Non-Turbo (Stock: 222 bhp)	Bhp
Stage 1 Hi-flow intake and under-drive pulley	325 @ 10	238
Stage 2 ECU upgrade	380 @ 14	250
Stage 3 Test pipes and gutted pre-cats	400 @ 14	262
Stage 4 Exhaust System	415 @ 14	279
Stage 5 Electronic boost control	435 @ 15	290
Stage 6 NOS	505 @ 15	390
Stage 7 Larger intercoolers	510 @ 15	430
Stage 8 Twin hi-flow intake	525 @ 15	
Stage 9 Ported throttle bodies and matched intake	530 @ 15	
Stage 10 Larger injectors	545 @ 17	
Stage 11 Sport 500 turbos	575 @ 21	
Stage 11 Sport 600 turbos	605 @ 21	
Stage 11 Sport 6540 turbos	675 @ 21	
Stage 12 Cams and head package	695 @ 21	

* 1996 300ZX turbo bhp reduced to 280 stock. Stage bhp figures reduced accordingly.

As you can see, there is a lot of potential with both cars. Many 300ZX owners opt for the first 3 stages of upgrades due to the relative low cost compared to the later stage upgrades.

"I knew that to succeed, the Z-car would have to capture the imagination of Americans," said Katayama. And it did. In fact, the demand for the 240Z was so strong, that in 1970, less than a year after the car's debut, Kelley Blue Book rated the value of a used 240Z at \$4,000. The Z-car became the fastest selling sports car of all time.

The evolution of the Z-car continued throughout the 1970s with the introduction of the 260Z, the 2+2, 280Z, and ending off the decade with the redesigned 280ZX. Every year, the Z sold in high numbers. Almost immediately after the introduction of the car, 240Zs were developed for racing by legendary drivers and mechanics such as Bob Sharp, John Morton and Peter Brock. Z-cars were raced in off-road rallying and road-racing competitions, winning 10 consecutive SCCA C-Production championships and numerous IMSA GTU races and championships.

The 1980s saw the first 280ZX Turbo, 300ZX and 300ZX Turbo and, towards the end of the '80s, a change in the American marketplace, where overall sports car sales began to decline. Racing, however, was still the Z-car's forte, with drivers such as racer-actor Paul Newman and Scott Sharp setting records and winning races and championships throughout the decade.

1990 was a new beginning for the famed Z-car. The new, dramatically styled 300ZX and 300ZX Turbo were sleek, aggressive and offered supercar-like performance. The new 300ZX remained basically unchanged until 1996, but was on Car and Driver's "Ten Best Cars" list for 6 consecutive years, Automobile's "All-Stars" list for 5 straight years, and was voted Motor Trend's "Import Car of the Year" upon its debut in 1990.

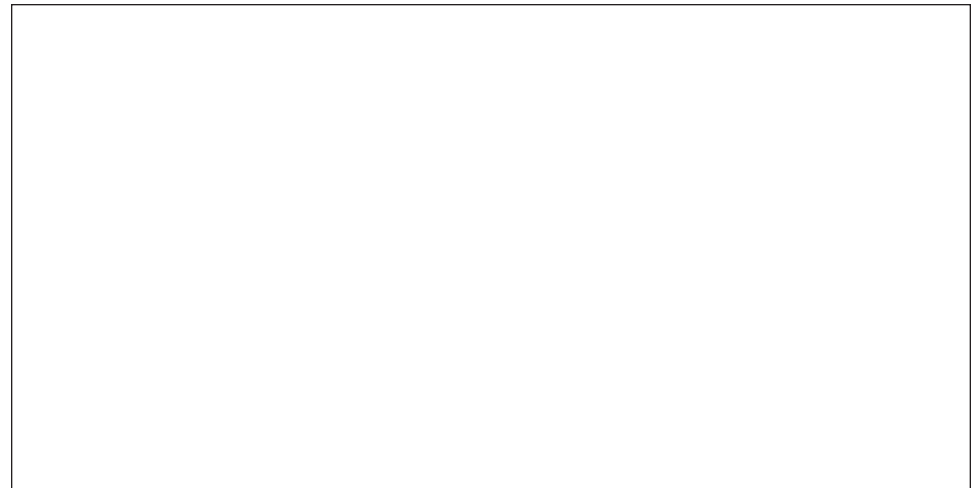
Racing victories included the 24 Hours of Daytona, 12 Hours at Sebring and a class win at the famed 24 Hours of Le Mans.

Unfortunately the market no longer supported importing the 300ZX into the U.S., and in 1996, the car was retired at a gala at the Petersen Automotive Museum in Los Angeles. At the same time the company was celebrating the Z-car's glorious history, the question that remained top of mind was clearly: What comes after Z?

As with many legendary athletes and performers, this one was never intended as a permanent retirement.

"We are honored to be the design team responsible for the creation of the Z Concept," said Hirshberg. "It's not every day that we get to bring back a legend."

—Z



Nissan Z Concept

Nissan Z Concept Goes "Back to Basics" to Recreate the Quintessential Affordable Sports Car

DETROIT - The Z Concept, Nissan's latest concept car, was unveiled today at the 1999 North American International Auto Show in Detroit. The reveal included a walkaround by Jerry Hirshberg, president, Nissan Design International, Inc. (NDI) and video images from the three decades of the Z-car's existence.

The Z Is Back

The Z Concept was a difficult challenge for the designers at NDI. "Our goal in designing the Z Concept was not to merely update a 30-year old design," said Hirshberg, "but to take some of the elements that made the original car special and integrate them into a totally new design. Sort of a fresh riff on a great old tune."

A classic 240Z, owned by an NDI designer, was brought into the studios to be used as a reference point.

A long hood, with sweeping front fenders and characteristic headlight treatment, suggest the lines of the original, but is not copied. "This vehicle is the antithesis of the current 'cab-forward' school of design," said Tom Semple, director of design, NDI. "We want the casual onlooker to know that this is a powerful front-engine, rear-wheel drive vehicle and we think this concept does just that." Unique headlights and a prominent radiator cutout in the front bumper give the Z Concept an aggressive, sporty look.

The front end leads to a two-passenger cabin with wide doors, which are electronically opened. Front and side glass is tinted. The interior is trimmed in cloth and leather, and uses special materials for the backrests.

Around the short-deck rear is a glass hatch with twin gas-struts and wraparound rear taillamps with a unique lens design. The word "Nissan" is recessed the rear bumper cover, a subtle reminder that Nissan is the creator of the last word in performance cars.

The Z Concept is fully operational. It utilizes a balanced and blueprinted 2.4-liter DOHC 16-valve 4-cylinder engine rated at 200 horsepower and 180 ft-lbs of torque. Modifications include a racing profile camshaft, lightweight pistons, 10.7:1 compression ratio, reprogrammed electronic controls and custom dual exhaust. The Z Concept also features a 5-speed manual transmission, lightweight flywheel and lowered independent suspension. Stopping power is provided by racing-style brakes from the Japanese-market Skyline GT-R supercar, while 18-inch alloy wheels mounted with 215/40ZR18 front and 225/40ZR18 rear tires makes sure the Z Concept sticks to the road.

The car was taken from the original drawings to a running vehicle in record time - just under 12 weeks.

The Original 240Z: A Groundbreaking Sports Car

In October of 1969, the 1970 Datsun 240Z was introduced to the U.S. media in a ballroom at the Pierre Hotel in New York City. It featured sleek styling, a 2.4-liter inline 6-cylinder engine that produced 150 horsepower, a comfortable ride, great handling due to its independent front and rear suspension and 0-60 mph times in under 9 seconds.

List price for the 1970 240Z was only \$3,526, impressive at the time considering the car's styling and performance was on par with entries from Italy and Germany costing thousands more. The 240Z was an instantaneous hit, with prospective owners having to wait nearly six months to get their hands on a car.

The Internet is another area that has taken to the 300ZX. There are several web sites specific to the 300ZX. Here is a list of some of them:

Web Site URL	Description/features
www.twinturbo.net	1990+ discussion forum, For Sale, FAQ, Events, Rides, Tech, News, Links, Chat.
www.ttzd.com	News, events Rides, Tech, For Sale, Links
www.300z.com	News, Discussion forum, Rides, Links, Contests
www.twinturbo.com	Discussion forum, FAQ
www.nema.com/300zx	300ZX Pictures
300zx.impulz.net/multiboard/multi	Discussion forum
page1.html	
www.atozx.com	A guide to the 1990-1996 300ZX and 300ZX Twin Turbo. It has over 85 pages of useful information, including: <ul style="list-style-type: none"> Basic Maintenance Tips Solutions to Common Problems Detailing Techniques Power Related Performance Enhancements Brake System Upgrades Wheel Upgrades and Technical Background Explanations of most available after market equipment Reliability Issues How to buy Wholesale Parts Vendor List with Phone Numbers
www.jimwolftechnology.com	Jim Wolf Technologies Inc. web site. Products, technical advice, customer vehicles.
www.sgpracing.com	News, upgrade charts, trips, rides, projects, links.
www.stillen.com	Performance products.
www.thwarted.demon.co.uk/300/indx.html	Development, engineering, performance, reviews
www.hksusa.com	Performance products, dealer info, about HKS.
www.sos.net/~mswhite	Z Car Club of Washington web site. News, membership, links, racing, classifieds, tech, humor, history, pics, guest-book.
zcia.com	
www.geocities.com/CollegePark/Quad/1649/zlinks.htm	Discussion forums for all years of the Z, market place, links Misc. Z-related pics, stories, and info.
www.z32.com	News, Z-pics from all around the world, polls
References:	
Road & Track, April 1991, Vol. 42, No. 8	
www.jimwolftechnology.com	
www.sgpracing.com	
www.stillen.com	

Editor note: The articles that follow come from a Nissan Press Package that contains information about the Z-Concept distributed earlier this year.

A Letter from Mr. Katayama

From a humble beginning 40 years ago, Nissan, first under the Datsun name, and then Nissan, has manufactured cars and trucks bought and enjoyed by over 16 million Americans.

I am honored to have played a part in building the success our company has enjoyed in the U.S. When I came here nearly 40 years ago, we had a compact pickup truck, the first to be sold here, and a dependable, inexpensive sedan. And so we began on a remarkable sales journey.

I am perhaps proudest of the part I played in bringing the first affordable, reliable sports car to the U.S. - the 240Z. During its first quarter-century, over a million Z-cars were sold in North America.

It is extremely gratifying to see today's Nissan executives and designers drawing from our rich heritage as they plan the future. The concept versions of a new Z-car and an ingenious SUT™ Concept make me think that history has a beautiful way of repeating itself. I hope you'll agree.

Yutaka Katayama

January 1999



From 1965 to 1975, Yutaka Katayama was president, Nissan Motor Corporation - USA.

Katayama had a deep understanding of American tastes and needs and was largely responsible for Datsun's success during his tenure. His styling and marketing influence with Nissan in Japan, not to mention his strong relationship with Datsun dealers and employees in the U.S., aided the success of legendary vehicles such as the first Datsun pickup in 1959, the 1968 Datsun 510 sedan and the 240Z in 1969.

After building Nissan into the number one import in America, Katayama returned to Japan in 1977 and retired thereafter.

To celebrate his contribution to the U.S. car market, Yutaka Katayama was inducted into the Automotive Hall of Fame in Dearborn, Michigan on October 13, 1998. It was a fitting tribute to a legendary figure in Nissan's and the automobile industry's history.

—Z

Z Concept At A Glance

In 1970, Nissan introduced the Datsun 240Z, the first sports car offered in the American marketplace that combined reliability, performance, style and affordability. The exciting Nissan Z Concept, designed at Nissan Design International, Inc. (NDI) in La Jolla, California, takes the essence of the first Z car into the next century by honoring, not copying, the original in styling and execution.

Highlights of the Z Concept include:

Body

- * Long hood, cab-rear design with sweeping front fenders and characteristic headlight treatments

- * Classic hop over rear wheels culminating in wraparound rear taillights with a unique lens design

- * Prominent radiator cutout in front bumper, "Nissan" recessed into rear bumper cover

- * Electronically operated doors, tinted front and side glass

- * Glass hatch with twin gas-struts

Interior

- * Trimmed in cloth and leather, a classic yet forward-looking sports car interior

- * Seats feature lightweight and strong integrated netting

Engine and Driveline

- * Blueprinted 200-horsepower 2.4-liter 4-cylinder engine, indicative of future powerplant development

- * Rear-wheel drive

- * Custom dual exhaust system

- * 5-speed manual transmission

- * 18-inch wheels and high-performance tires

Suspension and Braking

- * Independent rear suspension

- * Racing-style brakes from the Japanese-market Skyline GT-R

Z Car History

- * 1970 Datsun 240Z was introduced in October 1969 at the Pierre Hotel in New York City

- * 1970 Datsun 240Z featured sleek styling, a 150-horsepower 2.4-liter inline-6 cylinder engine, independent front and rear suspensions and 0-60 mph times in under 9 seconds

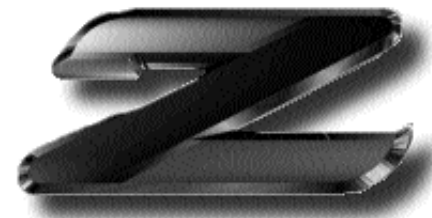
- * 1970 Datsun 240Z price: \$3,526

- * The Nissan/Datsun Z-car was the fastest-selling sports car of all time (nearly 1.1 million sold)

- * The Z-car was imported to the United States from 1969 until 1996

- * Racing credits include 10 consecutive SCCA C-Production championships and numerous IMSA GTU races and championships in the 1970s, more championships and racing victories in the 1980s and 1990s including the 24 Hours of Daytona, 12 Hours at Sebring, and a class win at the 24 Hours of Le Mans.

—Z



May General Meeting

The conditions of the weather will determine the location and time of the May meeting.

If the weather is rainy, we will be meeting at The Flying Pig Brewing Co. at 2929 Colby Avenue, Everett, at 3:30pm.

If the weather is nice, we will be taking a Cruise along Chuckanut Drive for a picnic/meeting at Larabee State Park. We will be meeting at Z-Sport at 10:30 if this is the case.

Check out the ZCCW phone line 425.379.2002 or the ZCCW email list <zccw@mswhite.com> for last minute details.

Auto Memorabilia & Model Car Site

c/o Lou Mickley

All kinds of neat car stuff can be found at <<http://www.mobilia.com>>. Use the Model Finder for locating that model of the MG Midget, Ferrari Lusso, Nissan Fairlady, etc. car you've always desired. Sort of an ebay site for the gear head.

All Datsun/Nissan Autocross & Show 'N' Shine

BCZR announces one of their biggest events is coming up. September 11-12 in Vancouver BC, they will be hosting their Autocross and Show 'N' Shine. Last year's event was a tremendous hit. This year promises to be even better. Visit <http://207.212.212.139/~corrigan/bczt/events/sep11.htm> for more information.

Notice: Changes to the ZCCW Mailing List and ZCCW web site!

Due to the recent changes to the ISP that has graciously been hosting the ZCCW website and the ZCCW mailing list, we have lost the <zccw@sos.net> email list. Recently this list was replaced with <zccw@mswhite.com>. The addresses that had been subscribed to the old list have been transferred to the new list. If you have not been receiving any list mail recently or if you would like to be added to the list, please email me at <michael@mswhite.com> and I will get you subscribed. To send messages to the Club list, send them to <zccw@mswhite.com>.

Additionally, the URL for the ZCCW website has been changed to <http://www.nwlink.com/~mswhite>. The old address will -should - automatically transfer you to the new site. However, I don't know how long this is going to last. Please update your bookmarks.

If you have any questions, please feel free to contact me at <mswhite@mswhite.com>.

Z-Ya,

Michael S. White.

The Birth of the 240Z

In 1966, Nissan product planners looked to strengthen the Datsun product line with the introduction of an inexpensive, compact GT. Yoshihiko Matsuo, the chief designer of the new sports car project and an engineering team led by Teiichi Hara listened carefully to Mr. Katayama's thoughts - he loved the long nose of the Jaguar XKE and many other design characteristics of past and current European sports cars. Matsuo's team, as well as Hara's, began work on a prototype which would come to be known as the 240Z.

Why 240Z?

Many sports cars used numbers as their names - the Triumph TR4 and the MG 1500, for example. So Katayama and the Nissan planners opted for 240 to reflect the engine size and the letter Z because, Katayama said, "Z can be taken to mean so many things, zenigh for example, and sounds good in almost language."

In October of 1969, 240Z went on sale in the United States. It was a two-seat coupe, powered by a 2.4-liter, 150 horsepower in-line six-cylinder engine with a 7000 rpm redline that delivered a 0-60 mph time of under nine seconds. The car featured a 4-speed manual transmission, fully independent front and rear suspensions, rack-and-pinion steering and front disc brakes, all suitable for a sporting machine.

The interior featured bucket seats and an imitation wood-rimmed steering wheel with three black metal spokes marked by square recesses meant to mimic the holes drilled in racing car wheels. The speedometer and tachometer each had their own round pods, while accessory gauges were housed in a cluster across the top center of the dash for easy readability. Sticker price for this stylish package was \$3,526.

Katayama proudly announced to his dealers that, "240Z meets all the requirements of sports-minded drivers, fulfilling their desire for superb styling, power and safety, and provides them with the most

thrilling and enjoyable ride available in any car."

"We have studied the memorable artistry of European coachmakers and engine builders and combined our knowledge with Japanese craftsmanship," Katayama continued. "It will be the beginning of a new romance for true car lovers who believe that motoring is more than just a way to commute."

Americans embraced the Z, even though some critics called it a "poor man's Jaguar." Katayama took that as a supreme compliment, especially when the sales figures started to roll in. There was soon a six-month waiting period for delivery of a Z. less than a year after the Z went on sale, the Kelley Blue Book value of a used Z was listed as \$4,000, a 13-percent increase over sticker.

Changes were minimal over the four-year life of 240Z. Cabin vents were moved from the rear deck to the C-pillar insignia, an automatic transmission was offered and the manual transmission and differential were improved. By 1972, the base price of a 240Z had increased to \$4045, but it was still a seller's market.

The 240Z might have had a longer life were it not for a change in federal emissions standards in 1973 making it necessary for Nissan engineers to make changes in order to meet these requirements and continue the high performance standards set by the 1970 car.

—Z



The Z-Car Evolves

1974 saw the introduction of the next Z-car, the 260Z, featuring a 2.6-liter engine. Nissan planners decided to extend the prospect of Z ownership to an even wider group with a second, four-passenger model - the 260Z 2+2. The 2+2 was lengthened by a foot, which allowed enough room for a folding back seat. While other sports car manufacturers had provided rear "seats" which could accommodate only children, adults could actually fit in the rear of a 260Z 2+2. For better cabin ventilation, opening rear quarter windows were added to all 2+2's.

Federal regulations became more stringent as the 1970's continued and required more changes to the Z-car. By mid-1975, Nissan unveiled 280Z - a Z with a 2.8-liter engine and a multi-point electronic fuel injection system replacing the twin carburetors. With its larger engine and fuel injection, the new 280Z featured better driveability and flexibility than earlier models, especially coupled with the 5-speed manual transmission first offered in the 1977 models. This model was produced until 1978, the final year for the original Z body style.

1979 saw 280Z give way to the all-new 280ZX, which featured a new exterior with an integrated front bumper and a redesigned, more luxurious interior. 280ZX featured power rack-and-pinion steering, 4-wheel disc brakes, a 5-speed manual transmission and an available Grand Luxury package. The 1979 280ZX was Motor Trend Import Car of the Year.

Over the next five years 280ZX was available with a turbo engine that produced 180 horsepower, a T-Bar roof, more optional luxury touches such as leather seats and automatic temperature control, and a revised suspension.

In 1984, Datsun became Nissan in the U.S. The name change coincided with the introduction of the newest Z incarnation -

300ZX, featuring a new 3.0-liter V6 engine in both normally aspirated and a 200-horsepower turbo version. It was faster than 280ZX, handled better and featured all-new aerodynamic styling with semi-concealed headlights.

The next transformation came in 1990, when a redesigned 300ZX was introduced with a 222-horsepower, 3.0-liter DOHC V6. Later that year, a 300-hp twin-turbo version of the two-seater was made available, capable of 155 mph. In its six-year model run, the 300ZX was offered in 2-seat, 2+2, normally aspirated and turbo variations, with or without a T-Bar roof. And, for the first time in Z-car history, a full convertible was made available in 1991. The latest Z-car won numerous accolades from the public and press, including Motor Trend Import Car of the Year in 1990, but it was not enough. Due to changes in the U.S. market, 1996 was the last year for the 300ZX to be imported to the United States. Sales had gone from a high of over 86,000 in 1979 to under 5,000 in 1994. But the original Z dream of an affordable reliable sports car remained in the collective soul of the American driving public.

—Z



What Comes Next?



had to make sure the Z Concept stylistically said the same thing."

The Z Concept has done just that. A long hood, with sweeping front fenders and small "sugar scoop" headlight cutouts, suggest the lines of the original, and a prominent radiator cut out in the front bumper gives the Z Concept an aggressive, sport look. The long front end leads to a two-passenger cabin with wide doors. Around the short-deck rear is a glass hatch and wrap-around rear tail lamps. The word "Nissan" is recessed into the rear bumper cover, a subtle reminder that Nissan is the creator of the last word in sports cars.

Mechanically, the Z Concept features a high-performance Nissan engine with custom dual exhaust, a 5 speed manual transmission, independent rear suspension, Japanese-market Skyline GT-R brakes and 18-inch wheels with high performance tires.

"We are honored to be the design team responsible for the creation of the Z Concept," said Hirshberg. "It's not every day that we get to bring back a legend."

The Z concept was difficult for the designers at Nissan Design International, Inc. (NDI) in La Jolla, California. "Our goal in designing the Z Concept was not to merely update the 30-year old design," said Jerry Hirshberg, president, NDI, "but to take some of the elements that made the original car special and integrate them into a totally new design."

The first challenge faced by the designers was to determine which styling elements were vital in the original and make the 240Z a benchmark. "The 240's styling says very clearly that it is a front-engined, rear-drive machine capable of very rapid speeds," said Tom Semple, director of design, NDI. "We

—Z

Racing and Winning with the Z-Car

No sooner was the 240Z in production than people started racing it. The first racing team to get its hands on a Z was West Coast-based Brock Racing Enterprises, which had been racing Datsun sedans. Peter Brock later recalled Nissan factory reps showing him photos of the Z: "I was flabbergasted because at that time it was just the most beautiful car I'd ever seen. I asked, 'Is this a dream car' and they replied, 'No, it's a production car for next year.' They told me all about the specifications and I went home on a cloud."

Brock got one of the first 240Zs to arrive in the country and, led by driver John Morton, won the 1970 C-Production national championship. The next year (1971), Morton won again, but was bested in 1972 and 1973 by Bob Sharp, who won two consecutive C-Production championships in a 240Z. In 1974, Walt Maas won the C-Production championship in a 260Z. Bob sharp took the championship with a win at Road Atlanta in his 280Z, in 1975. The Z-car kept winning C-Production national championships every year, culminating in actor/racer Paul Newman's victory in 1979, the tenth year in a row a Z-car won the championship.

Victories in showroom stock racing also came easy to the Z-car, winning championships in '77 and '78.

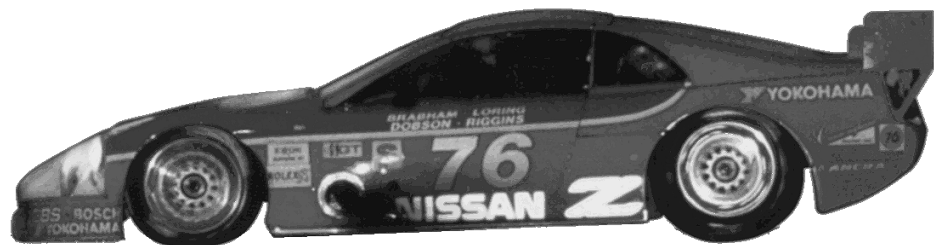
More SCCA championships came in the 1980s - GT-1 from '84 to '88, more C-Production/GT-2 in '84, '86, and '87, and in Showroom Stock as well from '82 to '85, '87, and '92 to '94.

The Z also ran the professional IMSA circuit. Manufacturer's championships came quickly - in '75, '76, and '79 - and Z-car drivers were GTU champions as well from '74 to '76 and '79. Nissan then decided to enter the most prestigious GTO series and in 1982, Don Devendorf won the GTO driver's championship in a Z-car. At that time, Bob Sharp Racing, among others, wedged Japanese-market Nissan V8s into Z-cars, doing very well in the series. Soon, IMSA required more than a production chassis to stay in the running and Nissan responded with the GTP-ZX, winning 31 races and the IMSA GTP driver's championships from '88 to '91 and manufacturer's championships from '89 to '91.

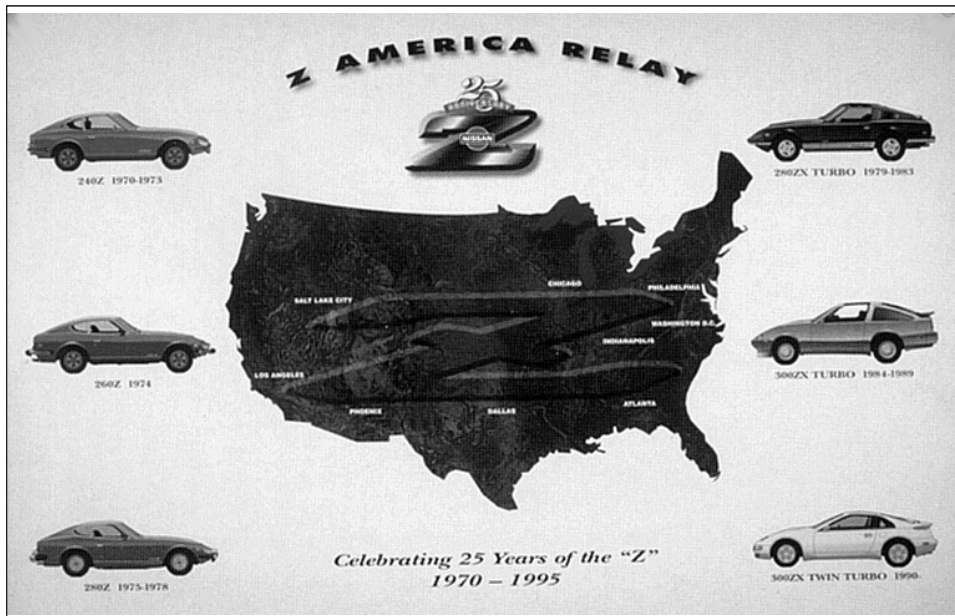
In the early '90s, the 300ZX was a formidable force in the IMSA GTS class, winning 35 races and manufacturer's titles from '92 to '94, and driver's championships in '92 and '94. 1994, however, was the crowning year of 300ZX competition, when the Z took first place in the 24 Hours of Daytona, 12 Hours of Sebring and a class win at the 24 Hours of Le Mans - three of the most grueling sports car races in the world.

Not only was the Z-car victorious in road racing, but it also excellent in off-road rallying, winning numerous rallies and championships all over the world, including the East African Safari Rally, SCCA Pro-Rally Championship, SCCA Club National Rally Manufacturers Championships and North American Rally Cup Championships.

—Z



Z-Car Clubs



It didn't take long for Z owners to translate their passion for their cars into a desire to share their feelings with others - and Z clubs sprang into being. From Alabama to the state of Washington, from Australia to Great Britain, Z owners gather on a regular basis to show off their pride and joy, or exchange news and needs through newsletters and the Internet. Currently there are well over 100 Z Car Clubs around the globe boasting thousands of members.

In 1995, Z Club members in the United States celebrated the 25th anniversary of the Z by organizing a drive across the United States. It started in Salt Lake City, proceeded east to Philadelphia, then southwest to Los Angeles, then east to Atlanta for the National Z Car Club convention in late July. It was no accident that the route formed a giant "Z" on the map.

Mr. Katayama recognized the importance of Z-car clubs while he was in the U.S. and made sure to support them. He still can be found at various Z-car club events across the globe, sitting for hours signing autographs on everything from t-shirts to dashboards.

—Z

ZCCW Automotive Activities

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

May 21-23

BCZR Road Trip to Knox Mountain

May 29

ZCCW General Meeting - weather will determine location and time. If rainy weather, we will be meeting at The Flying Pig Brewing Co. at 2929 Colby Ave, Everett at 3:30. If the weather is nice, we will be having a Cruise along Chuckanut Drive and a picnic meeting at Larabee State Park. If the weather is nice we will be meeting at Z-Sport in Everett - 3532 Smith Ave - at 10:30.

May 30

Import Challenge #3 - Seattle International Raceway

May 31

US vs. Imports WWIIIIII - Seattle International Raceway

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 16

Z-Car National Convention - Tulsa, OK.

June 26

ZCCW General Meeting - Location TBD - Possibly Flaming Geyser State Park.

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 15-16

International Race Driver's Club Driving School. Visit <http://www.irdc-racing.com> for more information.

July 31

ZCCW General Meeting - Red Hook Brewery in Woodinville.

— What's Coming Up... —

August 20-22

5th Annual Pacific Northwest Z-Car Gathering/Meeting of the MindZ - Port Townsend, WA

September 25

ZCCW General Meeting - 3:30 - Lake Washington Grillhouse & Tap Room - North end of Lake Washington.

September 11-12

BCZR All Nissan Autocross and Show & Shine.

October 30

ZCCW General Meeting - 3:30 - Location TBD

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 mwhite@sos.net.