



3402 Century Circle
Irving, Texas 75062





P.O. BOX 937
KELLER TEXAS 76248

February 11, 1991

Courtesy Nissan
Attn: Jim Smith
1777 N. Central Expressway
Richardson, Texas 75080

Dear Jim:

As we enter our fifth year of existence, our growth has surpassed even the most optimistic projections - currently 410 members! We have been recognized by Nissan Corporate as the most "progressive Club" in the nation and by other Clubs as the "one to watch" in 1991. By year-end, our realistic goal is to be one of the biggest Z-Clubs in the nation with a minimum of 450 members!

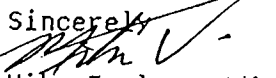
We are continuing the quarterly system of advertising in our Newsletter to allow our advertisers more flexibility to change their ads, etc. Our 1991 quarterly rates remain the same as 1988/1989/1990:

	<u>Full Page</u>	<u>1/2 Page</u>	<u>1/4 Page</u>
Cover Advertisements:	\$75.00	\$37.50	
Inside Advertisements:	\$62.50	\$35.00	\$25.00

If you can't provide photo-ready artwork, please contact me at work [214-438-8344] and whatever assistance you need will be provided.

We must, of necessity, provide advertising space on a FIRST-COME, FIRST-SERVE basis. Your current advertisement will appear in our future Newsletters as it currently exists. Timely renewal will preserve your current position and advertisement. Please forward your check, made out to the Z-Club of Texas, to the above address. If you plan to keep the same advertisement, your annual remittance will reduce paperwork.

A sincere 'Thankyou' for your sponsorship of our Club - REALLY APPRECIATED!!!!!!!!!!!!

Sincerely

Mike Taylor, Editor

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INVOICE: ADVERTISING IN THE Z-CLUB OF TEXAS MONTHLY NEWSLETTER: Z-EXTRA

Your Quarterly Rate is:	\$75.00 (x) 4 Quarters =	\$ 300.00	1991 Total*
Past Due Advertising Amounts	Currently Due	\$ 50.00	Past Due
Total Invoice		\$ 350.00	

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*Covers the period: January - December 1991



Z-Club of Texas
P. O. Box 937
Keller, Texas 76248

February 13, 1989

Dear Z-Club Sponsor:

Please excuse the form-nature of this note, but as our sponsorship grows, it becomes more difficult to personalize communications. A sincere "Thank you" from each member for your sponsorship and support without which the Z-Club could not exist.

We value our relationship with each sponsor. Recently, it came to my attention, a few people tried to pass themselves off to Sponsors as Z-Club Members who "forgot" to bring their Membership Cards with them. These Sponsors called me and were able to quickly verify the attempted fraud.

Neither the Club nor our Sponsors want this situation to develop, but unfortunately some people have a less than desirable set of personal ethics. To preclude any Sponsor from running into a problem, especially with a legitimate Member who may have honestly forgotten to bring a valid, current Membership card, I'm personally asking any Sponsor to call me immediately to verify that person's standing in the Club.

Please feel free to call me AT ANY TIME - we take the matter of integrity seriously!

Work: 214-438-8344

Mobile: 214-533-0922

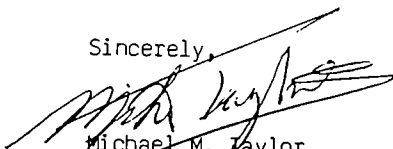
Home: [metro] 871-379-5867

To further avoid any confusion, please be advised we now have an official Club Logo we'll be using on all Club documents - including our new Membership Card.

Below is a sample of both the old and new Membership Card. We will be issuing the new cards starting with our February Monthly Meeting on Thursday the 16th. Both cards are legitimate providing they have not EXPIRED [see highlighted section below].

Thanks for your support and future cooperation in helping us to keep this situation under control. Please remember, you are doing us a service - calling me at any time to verify a person's Club Membership is part of my job.

Sincerely,


Michael M. Taylor
Treasurer

OLD:

NEW:

NO. _____


Z CLUB OF TEXAS
OFFICIAL MEMBERSHIP CARD
THIS IS TO CERTIFY THAT

WHOSE SIGNATURE APPEARS ON THE MARGIN, HEREOF
IS A MEMBER OF THE Z CLUB OF TEXAS
AND IS IN GOOD STANDING UNTIL _____

DATE _____ PRESIDENT _____

SIGNATURE OF MEMBER _____

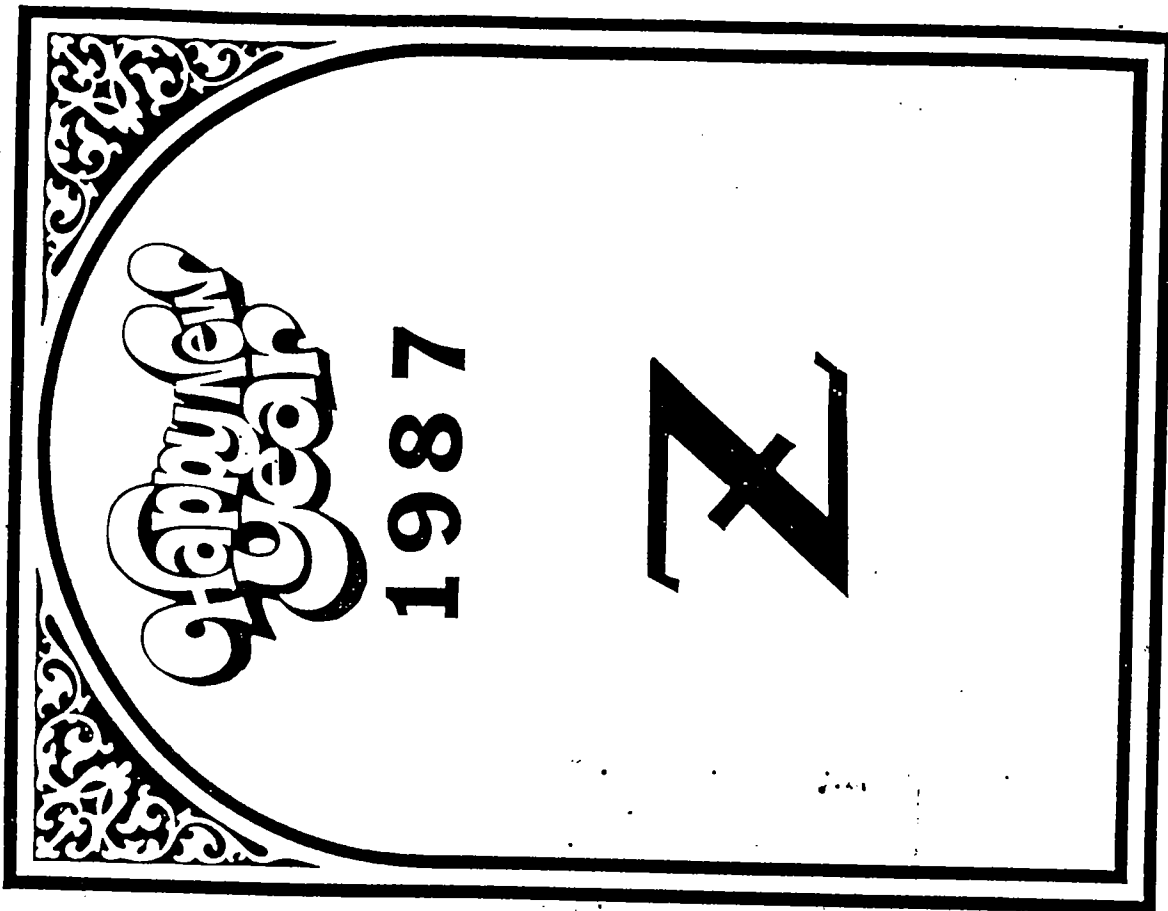
NO. _____


OFFICIAL MEMBERSHIP CARD
THIS IS TO CERTIFY THAT

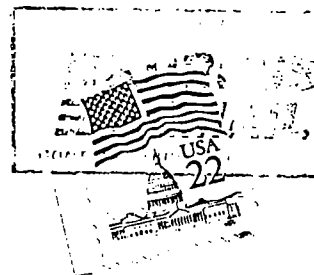
WHOSE SIGNATURE APPEARS ON THE MARGIN HEREOF,
IS A MEMBER OF THE Z CLUB
IN GOOD STANDING UNTIL _____

DATE _____ PRESIDENT _____

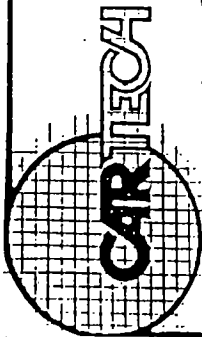
SIGNATURE OF MEMBER _____



Z Club
of
Texas
4376 Newberry St.
Grand Prairie, Tx.



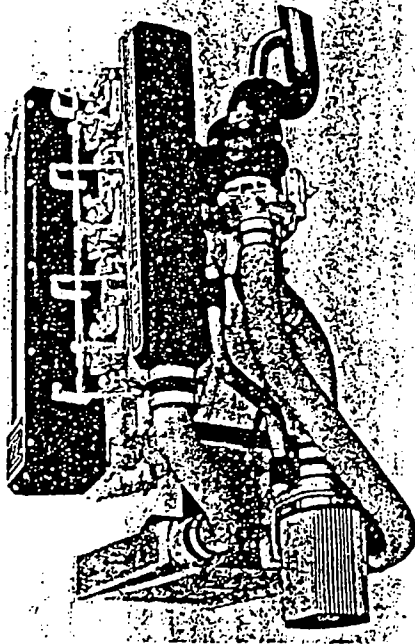
21) MIKE TAYLOR
321 SOUX DR.
KELLER, TX., 76248



MAKING TURBOSYSTEM TECHNOLOGY WORK FOR

DATSUN Z CARS

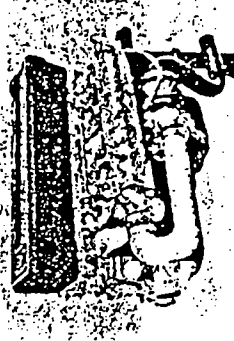
280Z, ZX, 240 and 260



Pictured: Mikuni Z System option for 280 series standard on 240-260

THE CONCEPT

The concept of this turbocharger system is to bring all the technology of a modern turbosystem into one package for the Datsun Z Cars. The system represented in these pages is the culmination of twelve years of engineering and testing of automotive turbocharger applications. The technical merit and function of this hardware will provide daily commuting and stock cruise economy yet will permit safe operation to levels of performance exceeding virtually any production automobile in the world.



Pictured: System #16-050 for EFI equipped cars

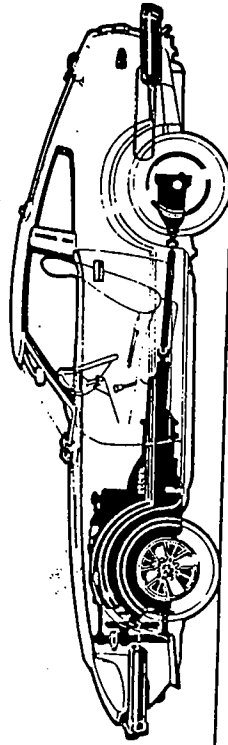
11144 ABLES LANE ■ DALLAS, TEXAS 75229 ■ (214) 620-0389

I own an independent shop, and could make more profit by using aftermarket parts in my repairs, but have found little on the aftermarket that can equal the quality, fit and longevity of the original equipment parts. Your Z car is a very precise piece of machinery that does not take too well to cobbling and patch work. There are many items that you, the owner can do to maintain your car. Be VERY sure that you are equipped with the right tools, proper data and SKILLS needed before attempting any repairs your self.

In closing, I would like to shed light on one last subject. On the average day, I receive 10-15 phone calls from do-it-yourselfers who want a mechanic to come to the phone. Questions range from "can you give me the tune-up specifications on my car?" to "could you tell me how to put the timing chain on my engine?". I as well as other technicians, make our living selling our skills and time out of our lives, in exchange for money. Many times in the past, I would be up to my armpits in grease, trying to stab a transmission or be burried deep in thought trying to solve a real headscratcher and get dragged to the phone to tell someone else how to fix their car. This not only creates an inconvenience, but sometimes wipes out ones concentration making it necessary to back track to find out where you left off. This costs me money and costs other professionals money. It is not a matter of not wanting to help others, it is just common business sense "time is money and we sell our time."

I will try to assist club members through this publication as time goes on. I will be writing articles as regularly as possible on subjects ranging from electrical to fuel injection in hopes that you will gather a better understanding of your Z car. Should you wish to write to me about a particular problem you may be having with your car, I will try to assist you in the next publication.

Z'DOC"



Lowdown

Winterizing your Z car.

It has been a fairly common myth that the process of winterizing a car, has been; check your antifreeze or replace it, and your ready for the winter! **WRONG!!!!**

I will be touching lightly on the various steps of properly winterizing your Z car, whether it be SJ carbureted or fuel injected. Cold weather creates greater demands not only on your cooling system, but also of your battery, starter, ignition system and fuel system.

1. Your battery should be checked for the following:
 - (a) Acid level in each cell (Please note that a maintenance free??? battery does require distilled water, only less frequently. There are caps below the labies).
 - (b) Cable ends should be removed, cleaned and reinstalled with solid connections. Lightly lubricate the ends with grease or petrolium jelly. FOR SAFETY, remove the negative cable first and put the negative cable back on last. Don't forget to check for clean and solid connections at the other end of the cables. Having seen many Z cars go through my shop, I have found that the use of replacement cable ends and aftermarket cables has created more problems than the few dollars saved in not buying the genuine factory part.
 - (c) This last item, you should get done by a professional. Batteries are designed to put out a certain amount of amperage over a given time without loosing substantial voltage. Most shops are equipped with a load tester. This test is important if your battery is a few years old, because it can determine if your battery can withstand the kind of stress a cold winter will put on it.
2. The starting motor draws more from the battery than all other electrical components combined on your Z. Making sure your battery is strong, your cable connections are clean and solid, and that the bolts that secure the starter are tight. Should your starter sound strained or turn the engine over slowly, get it checked by a professional, **NOT BY YOUR NEIGHBOR.**
3. The ignition system must be in peak condition for cold and damp weather. I have noticed, that the 1980 and earlier Z's did not suffer from ignition system failures as frequently as the later model Z's have. Nissan has had problems with the 300ZX caps and rotors, primarily cold start problems (hesitation and backfiring through the intake). The latest design change of these components appears to have solved that problem.

"Next page over" →



JEFF HAIR
Wholesale Parts Representative
(214) 644-3942
Metro (214) 263-5488

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ATTENTION

EUROF ASIAN

For those of you who wish to ADD to your "Z" collection, how about \$100.00 for a modified 280zx equipped? Well it true. Eurof Asian has superbowl squares for \$100.00 each, if your team & score is correct - YOU WIN!!!!!! What a New Year's present! Beware IRS! call Bill for details! 214 647-0314 do it soon they won't last long!!!!!!

Dues are now due and the general voting consensus is \$25.00 single. \$30.00 family. Remember that without sponsors & membership dues, it's hard to operate on my income, so.....

This months meeting is going to be on the 15th at my house in Grand Prairie, see map for directions. Pete Watson will have a smorgasbord of parts on hand for those who need 240z parts. Also, Dwight Follard will be here to represent Berlin Tire & to set up a Tire Tech for Feb. Bring your suggestions.

Plug wires are not a weak point and they aren't that cheap, so don't replace them unless it is obvious that they have deteriorated (you get zapped) or you have had them checked. Spark plugs should be checked for cleanliness, wear and proper gap. (DO NOT ATTEMPT TO ADJUST THE GAP ON A PLATINUM PLUG!) Points should be checked for pitting. The wire from the condenser to the points (1970-73) checked for fraying, and the condenser should be solidly mounted to the distributor housing. All connections on the 1970-1973 Z's ignition system have female spade connectors. They will get loose as well as dirty. I have replaced very few ignition coils on Z cars so don't be to hasty to replace it if you have problems.

4. To start a cold engine requires a lot more fuel than a warm engine. The 1970-72 Z's have a very simple carburetion system (SU or side unit). This system employs no accelerator pumps or choke butterflies. Choke cable adjustment and insuring that the carbs are balanced and synchronized becomes very important as the weather gets colder. Servicing this type of carburetor requires years of experience as well as the proper tools. The 1973-74 Z's have a far more complex version of the SU carburetor and they do employ a butterfly type choke. From 1975 on all Z's were fuel injected and require professional skill to service. None of these systems demand a lot of maintenance but should be put in top condition for cold weather operation.

5. The cooling system on your Z car will also require special attention. Antifreeze has a highly corrosive ingredient in it which gives it its non freezing characteristic. As the antifreeze ages, the rust inhibitors (the second ingredient) break down. When this occurs, the corrosive factors multiply, attacking all metals exposed to it. If your antifreeze is more than 1 year old, backflush the entire cooling system and install new antifreeze along with a waterpump lubricant/rust inhibitor additive. Check all coolant hoses including those that go to the intake manifold. Look for evidence of caked up and dried coolant especially around the thermostat housing. Check hose clamps for tightness. If your thermostat is over 2 years old, it may be advantageous to replace it to insure a rapid warm up and adequate heat. On the older Z's, check inside the car at the heater outlets for signs of an oily residue (leaky heater cores, heater control valves and aged interior heater hoses are commonly found). If possible, have your cooling system pressure tested for leaks. 1973 and later Z's incorporate vacuum actuated ducting and/or secondary heater control valves. 1978 and earlier Z's frequently show up at my shop with no heat or defroster operation. In the engine compartment on the passenger's side is a vacuum reservoir and a pair of solenoids. 99% of the time, the vacuum hoses have deteriorated and cracked in these areas causing the lack of heat and defroster.

Buckle up

Christmas shopping lost all joy as I saw so many children standing and sitting in cars unrestrained. At our house we have one stocking that doesn't get hung because seven years ago our 2-year-old daughter died in an automobile accident. It was before the child restraint laws. I will not make excuses for our decision at that time — we live with the consequences every day. Now it is law and there is no excuse!

What may seem an easy way out to the children's complaining or a quick answer to the hassle of strapping them in car seats may turn out to be a decision regretted the rest of your life.

MARTHA ROSS,
Lewisville

EuropAsian

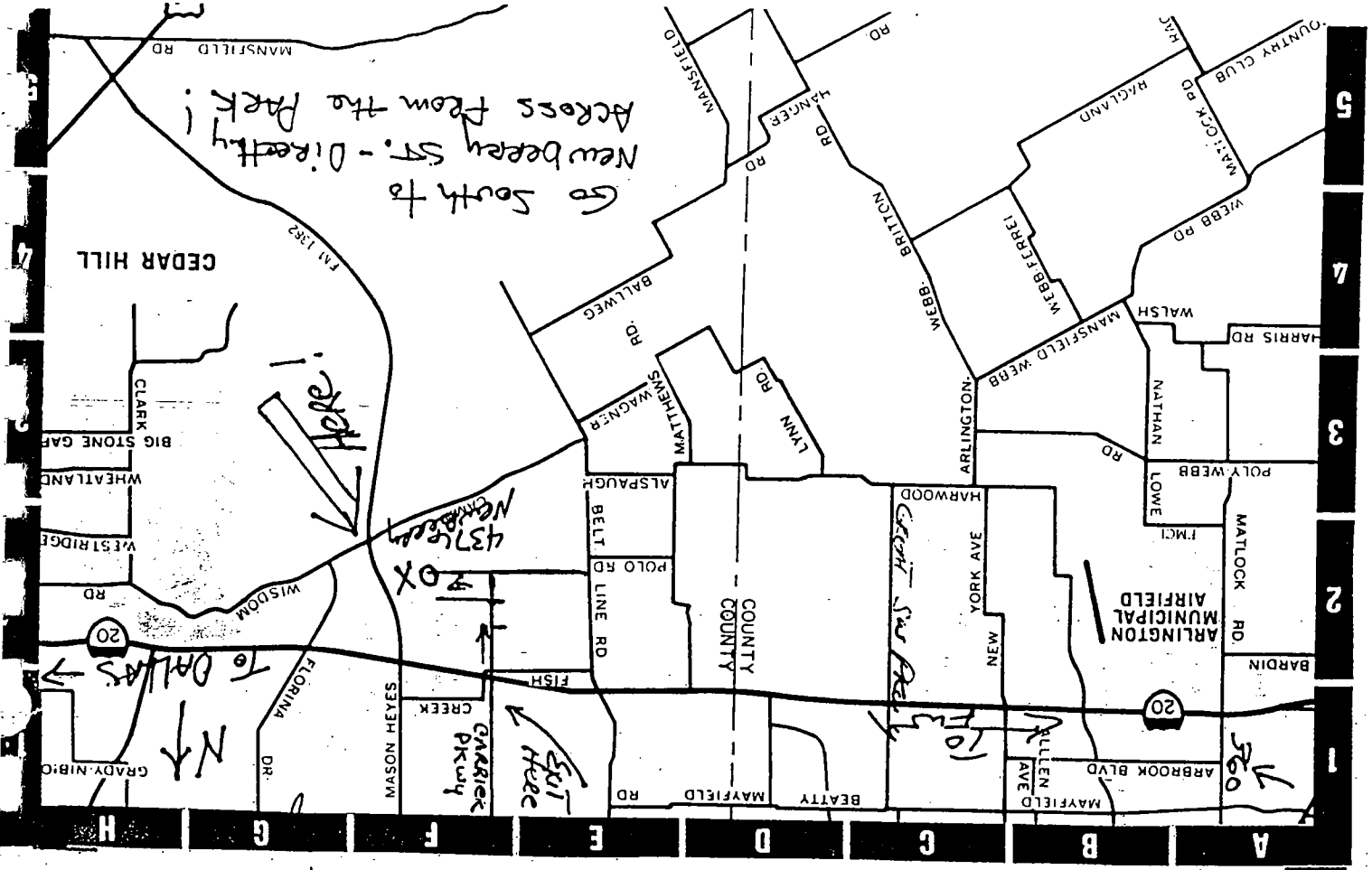
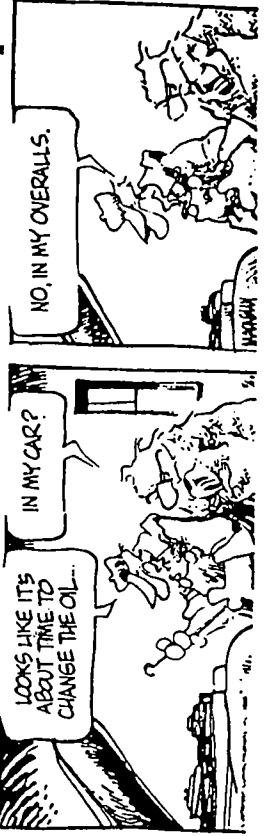
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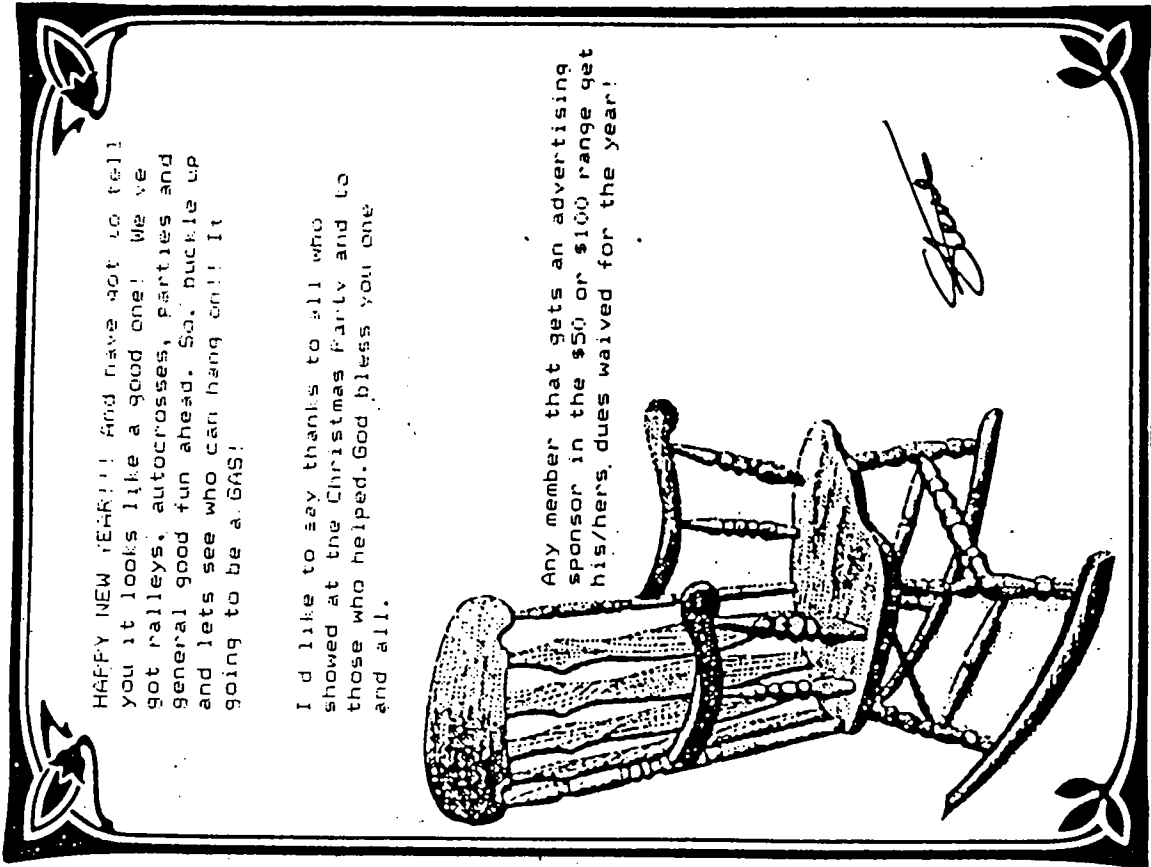
Metro 647-0314 Mon - Fri / 7am - 6pm
2761 S. Great S.W. Pkwy. / Grand Prairie, TX 75051

SHOE by Jeff MacNelly



Calendar for January '87

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 HAPPY NEW YEAR 	2	3
4	5	6	7	8	9	10
11	12 valley COMMITTEE	13	14	15 JOB POSTING 7:30PM LEAVE'S ROOMS	16	17
18	19	20	21	22	23	24 JANUARY 24 THURSDAY
25 GIANTS VS BRANCO'S	26	27	28	29 Feb 15th Valentine's DAY ROAD RALLY	30	31 Feb 28th MARDI 23 GRASS PARTY



MEMBERSHIP # _____

Z-CLUB OF TEXAS
MEMBERSHIP APPLICATION

REFERRED BY _____

PLEASE PRINT

NAME _____ BIRTH _____ MONTH _____

HOME ADDRESS _____ PHONE _____

CITY _____ STATE _____ ZIP _____

OCCUPATION/TITLE _____

NAME OF BUSINESS _____ PHONE _____

ADDRESS _____ CITY _____

STATE _____ ZIP _____

*PLEASE SEND TO: HOME _____ OFFICE _____

YEAR OF Z _____ MODEL _____ LICENSE # _____ CB HANDLE _____

I AM INTERESTED IN COMMITTEE WORK: (CHECK AS MANY AS YOU WISH)

EVENTS _____ MEMBERSHIP _____ NEWSLETTER _____ SOCIAL _____

ANNUAL FEE: INDIVIDUAL \$ 25.00 FAMILY \$ 30.00

NOTE: APPLICANT MUST BE AT LEAST 19 years of age.

DATED _____ SIGNED _____

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STEVE O. VORENKAMP

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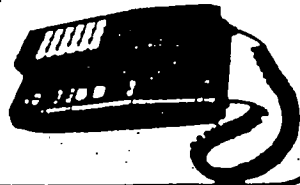
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Metro 379-5856

Treasurer-----Mike Ramsey

Metro 649-1507

Autocross Chairman-----Steve Vorenkamp

Rally Chairman-----Mike Taylor

Social Chairman-----Bonnie Ramsey

It is our intent as a club for you to participate in this Newsletter; so if you disagree with an article or wish to relate an experience; please send any photos and/or articles by the 5th of every month to:

Z Club of Texas
4376 Newberry St.
Grand Prairie, Tx. 75052