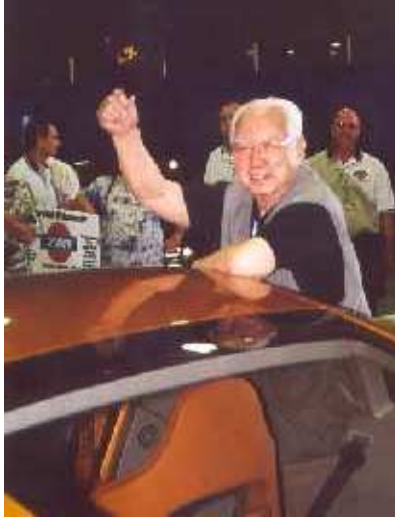


The Z Experience

November/December 2001

Presented by the Triad Z Club



December 4, 2001
To: All Z Clubs in the USA
From: Yutaka Katayama

My dear Z car friends:

It was a great day "NISMO DAY". It was held on the 2nd of December, 2001 at the Fuji Grand Motor Race Course.

Mount Fuji showed her beautiful face all day long. No part of her face was covered with a shawl, as if she was congratulating the New Z CAR for its' resurrection to the global market.

My hope is that if the Big Power could extend his big hands to take the shawls off the Afghan ladies, as it did off of Mt. Fuji, then the global weather would bring cloudless and clear peace on the earth.

It was a nice clear warm day with over 45,000 Z car fans and people to see the big event to focus on the New Z car. There was over (1,000) Z cars, of which (100) were 240Z's. There were so many Z cars fans that the expressways were filled and congested even to the back roads. This was a one day event, which was a little over one hundred kilometers away from Tokyo!! It was a record made to have such a big audience to watch a single CAR on the NISMO DAY.

At the lead of the parade was the new Z car driven by Mr. Gohen and I was the navigator. John Morton and Steve Millen followed. Other followers were Mike

Taylor with Mr. Ohura, Katy Taylor, Mary and Henry Costanzo.

I feel so great that the new Z promoted this result. Mr. Gohen has proven his commitment to continue the Z line for the global Z enthusiasts. Mr. Gohen drove the new Z on the race course by himself on the NISMO DAY.

It was a long seven years since 1995 when we started our voluntary activities with the great help of the USA Z Club Members requesting the resurrection of the Z car. The Convention of the 25th Anniversary of the Z car in Atlanta and Mike Taylor's sudden visit to Nissan Tokyo were phenomenal actions that brought the DATSUN 240Z car back.

I feel so great that our strong voluntary support worked out to resurrect the NEW Z car in answer to the thousands of eager Z friends and wishful owners of the Z car. The new Z will be on the world market in the summer of 2002.

The realization of the NEW Z car is a timely present for this Xmas.

I WISH EVERY ONE OF OUR Z CAR CLUB MEMBERS A VERY ENJOYABLE MERRY XMAS AND A HAPPY MEW YEAR.

YUTAKA KATAYAMA

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Upcoming Events

APRIL

Auto Fair
 April 6, 2002
 Lowe's Motor Speedway
 Concord, NC

Z Track Event
 April 13-14, 2002
 VIR South

Moonshine Run Sports Car Rally
 April 13th, 2002. Elkin, NC
 Triad Z, Austin-Healey Clubs.

MAY

The 8th Annual NC Z Show will be held May 4, 2002.
 Presented by the Triad Z Club.

JULY

Emerald City Car Show
 July 1, 2002

OCTOBER

Cape Fear Z Blast
 October 18-19, 2002

Newsletter Editor

Trevor Bladon (*DrT240Z@aol.com*)

It has been very gratifying to see the contributions from Clubs across North Carolina to The Z Experience. Thanks to Nate Nevas for his photos and comments on the Cape Fear Z Blast he organized. We also have a write-up on the driving school organized by John Downing of Triangle Z Club. Roger and others in the Emerald City Z Club have also been very supportive of the newsletter. Thanks to all contributors.

My older brother Bruce has agreed to share some of his experiences with us over the coming months. He bought his first 510 in early 1969 and it quickly became a point-and-squirt road rocket! Later he built a fire-breathing, show winning 1973 510. He has enjoyed his fair share of 510s and Z cars over the past 32+ years. And he sold a stock 1971 510 out of his stable to me in 1981, planting seeds for an illness that continues 20+ years later! Bruce enjoys working on his Datsuns too (including his daily driver '78 280Z) – witness this issue's installment on replacing valve seals without yanking the cylinder head. Bruce's next treat will hopefully be an article on his latest love; that is, an **original 350Z!** He just rescued a beautiful, low miles, original, factory-built 1977 280Z Scarab. Bruce is also researching Scarab's history for his upcoming web site.

Sincere thanks to all who have sent positive notes about the newsletter. It has been a long chore each 6-8 weeks, made easier by you.

Certainly, with everything the Triad Z Club has done in 2001 and is planning in the future, I am looking forward to progress with *The Z Experience* in the New Year.

Happy Holidays to all Carolina Z Club members and to our newsletter readers. 2002 ought to be a memorable year – a new Z car in our stockings? TZC

2001 ZCCA Photos

In response to the Feature Article in the Sept/Oct 2001 issue, this correction/clarification from Todd Fortin of the TIZCC, hosts of the 2001 ZCCA Convention:

Glad to see you had a good time at the Convention. Mike Sherwood is not a member of the Thousand Islands Zed Car Club, although he is a good friend of ours, attends most of our events and he takes some great pictures as your newsletter indicates. The official photographer for the Convention was Peter MacNeil of MacNeil Photography. He took over 400 pictures throughout the 5 days. If you, any of your members or friends want to take a look at them, they can be seen at: <http://www.macphoto.on.ca>. Follow the link to the Zed Car Show. CD's of all the shots can be ordered from Peter directly.

Cheers,
 Todd Fortin, President
 Thousand Islands Zed Car Club



Z Club News by Region

Emerald City Z Club (Greenville)

Celebrating the Heritage of the Datsun/Nissan Z, Roadster, & 510

November 13, 2002 minutes (edited by TB)

In attendance: Eric Atkinson, Keith Glover, John Dailey, Roger Williams, Mitch Cash and Sue Farmer.

CHRISTMAS PARTY: The December 11th meeting will be our Christmas gathering.

MONEY: Our treasury was in the minus prior to the club meeting but following the meeting we should be to the good. The "Nissan 2400 OHC" valve cover has already been sold for \$75.00.

GREENVILLE NISSAN: Our favorite General Manager, Steve Pratt, has made a career move, leaving us to develop a new relationship with Dennis Jones. Greenville Nissan was the site of our car show this past year. We hope to be able to continue that relationship with the new management.

MEMBER DECALS: Roger Williams pasted out a sample catalog with decal ideas. John Dailey also brought along several samples and many ideas. John also discussed trophies for next year and had a lovely sample he would not let us take home.

CLUB LOGOS: Eric Atkinson is developing a monogram club logo with Monograms

Plus off Red Banks Rd in Greenville. He should have sample T-shirts by the next meeting. Gives everyone the option of having a monogram put on any piece of clothing and also allows for group purchases.

SWAP MEET REPORT: Still waiting to see the article on our swap meet in the next issue of Sport Z Magazine.

Emerald City Z Minutes
December 11th, 2001

Happy Holidays!!!

In Attendance: Roger Williams, Sue Farmer, John Hunter Dailey, Larry Parks, Roger Schlobin, David May, Mitch Cash, and Eric Atkinson.
Visitor: Don Ebron

HOLIDAY PARTY: Excellent presents were exchanged & a good time was had by all. Thanks to Basil's for holding tables for us.

MONEY: Our treasury is now +\$37.35.

GREENVILLE NISSAN: Roger Williams is pursuing who will be our liaison at Greenville Nissan. Obviously, this is important for our June 1st show.

SPECIAL MEMBER T-SHIRTS & LOGO: Eric Atkinson has developed an Emerald City Z monogram/logo at his own expense. Thank you, Eric! Eric has a number of t-shirts for \$10 each with the logo embroidered on the left breast. If you want a shirt in any color or size or a sweatshirt or whatever, contact Eric at either 321-9366 or Deasys@aol.com.

NISMO CALENDAR: I've ordered the NISMO calendars. Five members wanted these; I ordered 6, so there'll be one extra. Roger Williams, Roger Schlobin (pd), Sue Farmer (pd), Eric Atkinson, & Keith Glover.

UPCOMING JUNE SHOW: Some initial responsibilities for the upcoming June 1st show are Sue Farmer (Trophies), Roger Williams (Liaison), Eric Atkinson (Shirts), Roger Schlobin (Goodies from Outside Greenville), John Hunter may deal with Motorsport Auto since he says he has an "in."

FUTURE: David May and I are still trying to get together on the web site. I'd still like to do SOMETHING in March.

PRIVILEGES OF MEMBERSHIP: Thanks to Mitch Cash, who told me I'd need a boost control to go with my MSD ignition, as part of the turbo I'm putting in my '77 280Z. Of course, it's \$220.

Roger C. Schlobin
708 Bremerton Drive
Greenville, NC 27858-6505
252-215-0308
<http://wpl.lib.in.us/roger/>

Triangle Z Club (Raleigh-Durham)



CONTACT INFO:
Jerry Colburn
79 Hobson Lane
Smithfield NC 27577
(H) 919-938-2252
(W) 919-905-3439
jcolburn@nortelnetworks.com
www.trianglezclub.com

The Z Experience

OFFICERS:

Dan Bliley - President
Jerry Colburn - Membership
Director
John Downing - Track Events
Rex Deffenbaugh - Treasurer

MEETINGS:

First Monday of the month
The Upper Deck Sports Pub
329 N Harrison Ave
Cary, NC 27513
919-460-9977

Second Tuesday of the
Month:

Directions: Sammy's Tap &
Grill (Formerly Upper Deck II)
2235 Avent Ferry Road (in
Mission Valley Shopping
Center)
Raleigh, NC

Cape Fear Z Club

An article on the **Cape Fear Z
Blast** is in this issue.

Nate Navas
The Cape Fear Z Club
476 Grouse Court
Wilmington, N.C. 28403
910-793-8586

Triad Z Club (Greensboro)



www.Triad-Z.com

Blake Frazier
3A River Oaks Drive
Greensboro, NC 27409
336-854-0391
bfrazier@triad.rr.com

Everything is going great here
in the Triad. We had our first

meeting at our new location,
Logan's Roadhouse, Nov 18.
We want to thank their staff
for being so gracious and
likeable, and for preparing
some very good food!



20 people attended, and we
all had fun. The big screen
TV has added a new
dimension to the meetings,
and we already have some
great programming lined up
for the next few months.

We are wrapping up the
sponsorship discussion and
will begin to actively seek out
businesses that can benefit
from a partnership with us.
We are also tying in our
discount program with
sponsorship and will obtain
these discounts for all
Carolina Z Clubs, not just our
own. We have included
known sponsors and discount
providers in this newsletter,
but you will see the number
increase in the next few
issues.

Plans for the car show on May
4th are progressing nicely.
We have decided to use the
same style of trophy for 2002
and have made Hester Park
the location for the whole day.
Promotion and advertising will
begin in earnest by January.
Check out the newest issue of
Sport Z for some photos from
last year's show and a

fabulous write-up on Emerald
City Z Club's swap meet.

Meetings are held on the third
Tuesday of each month,
starting at 7:00 p.m. Logan's
is located in Greensboro at
1300 Bridford Parkway, on the
corner of Wendover Ave., in
the K-Mart parking lot. Phone
(336) 292-4950. Arriving from
the west, take I-40 Exit 213,
turn left (South) at the lights at
the end of the ramp, onto
Guilford College Road. Turn
left at Hornaday (next lights)
and this becomes Bridford
Pkwy at Wendover. From the
east, take I-40 to Exit 214
(Wendover), turn left
(South/West) at the end of the
ramp and take Wendover
Ave. to Bridford Parkway (turn
left at the lights after Home
Depot, on your left).

Carolina Z Club (Charlotte)



Ron Harrison
806 Costner Street
Lowell, NC 28098
(704) 824-8162
rharrison555@cs.com

December meeting notes

- members and officers need to
have any expenses approved by
Ron Harrsion or Mike Twitty if
they expect to be reimbursed.

- The car show targeted for April
is being put off.

- January Metrolina Fair grounds
auto flea market. Call Jim Bralley
for details.

...continued page 9

Cape Fear Z Blast

Nate Nevas

Hello everybody,

I would like to start off by thanking everybody who came out to the Wrightsville Beach Z Blast in October. Special thanks to Blake Frazier, Bret Hering, and Susan Porter. Their hard work helped make everything come together. We had terrific sponsors this year, Wilmington Nissan and Motorsport Auto. We had a good turnout, getting better every year. Hope to see all of you again next year, and expect to see more of you come out!

After this event we have 17 members enrolled in our club, we are trying hard to make this number grow. The next scheduled Z Blast for next year is October 18th and 19th. Make your plans now! **TZC**

Thanks,

Nate Nevas
Cape Fear Z Club



The ferry ride



Nicely modified 1994 300ZX TT



John Hunter Dailey and his pretty Fairlady



The 280/300ZX contingent

(See page 9 for a few more pictures, courtesy of Nate.)

The New Nissan 350Z – The Minority Report

Stacy (Stack) King

Unless you've been cowering under a very large rock for the last year, you should know by now about the new NISSAN 350Z. Unveiled at the Tokyo Motor Show today (October 24th, 2001) in its production form, which is practically identical to the preceding concept except for minor exterior and practical interior changes. For those of you with a pulse, you no doubt have very strong feelings about the new Z. Like it or not, the new Z is here... and there's nothing you can do about it.

I for one (quite literally it would appear) love the 350Z. I think it is a logical and beautiful progression from the Z32 (to which I am partial). It is distinctly modern, but at the same time, distinctly Z. Now, I know what you're saying: "But it looks like an Audi TT" or "aren't those lights from a Celica?" and "Your Z is SOOOOO fat..." All I can say is: Look at the car. Compare pictures side by side with the TT and Celica. The Audi looks like a new Beetle that has been chopped, lowered, and stretched a little (a good thing, really). It is very symmetrical, both side to side and front to back. Sometimes I can't tell if it's coming or going. The Z still has a longer hood than rear deck, steeper windshield (like the L6 generations), flowing rear deck (like the Z32), and six cylinders. If it looks like anything, it would be a Porsche 911. I dare anyone to call that car ugly. As far as it being fat, well, ok... you got me there. But so is the Z32. That hasn't stopped people from giving it 600+ horsepower and handling to match. Let's not forget that ever since the X was added to our Zs, we've had a Grand Touring car, not a true sports car. That means creature comforts, quality fit and finish, and more than adequate performance. None of that is going to change; Hell, it may even improve. 300 naturally aspirated horsepower is nothing to laugh at. Add to that the huge aftermarket performance industry and we've got the potential for yet another supercar to have at our meetings.

Why is everyone having such a hard time accepting the new Z? When talks became public about a new Z, nobody wanted retro. The retro concept Z was met with almost unanimous dislike even though it was very L6 era Z-like. Maybe old-schoolers wanted that one, if so, then I can understand your disappointment. What I don't understand is the level of dislike, bordering on hatred, of what amounts to a new brother or sister. Is it the new baby syndrome? Are you afraid it'll get more attention? Or is it a "You're not really part of the family" step-sibling thing? I hope we can all get along, especially towards the owners of the new Zs. I plan on welcoming them with open arms to all of our club events and gatherings.

Lastly, I'll talk about its price tag. \$30,000 is a lot of money. The good news is: with NISSAN, you generally get what you pay for. There will be cars in the same range with more power, but they won't have the extras or quality in build. There will be cars for less, with the same power... but they won't be as cool. They may even have four doors! (Oh! The humanity!) But the most important thing is this: They won't be a Z.

I'm not trying to persuade you to like the 350Z... I'm not that arrogant. All I ask is that you give the car a chance. Don't get sucked into the mob mentality against it. Don't be afraid to speak out in favor of it (I know there are some of you out there), because some of you have no qualms about calling our newest brother "ugly". (BTW, have you SEEN a 2+2 280zx lately? ;-)

Now go buy your Lancers, your WRXs, even your Mustangs... Next year, I'll be sure to look for you in my big, fat, mirrors.



Stacy (Stack) King
Apex, NC 1990 NA Auto
zstackgo@mindspring.com
www.triangleZclub.com
(Image courtesy Road and Track magazine)

Racing News

Marty Howard (IZCC # 3118)
Triangle Z Car Club
72 240Z (the Snot Rocket)

First and foremost I want to say Thank you to John Downing and everyone else for a great time this past weekend. (Nov 3-4 Ed.)

This was my first time going to a Z Track event, and I had an absolute blast.

Now for some details. I was a VERY Late entry into the event. Luckily John was able to squeeze me in. The event was held down at Carolina Motorsports Park in Kershaw, SC. The event itself is a Driving school that's followed by SCCA Time trials. I was only able to do the school portion of it. The school did go for two days though with A LOT of track time. Because of earlier commitments I didn't make it down there until after midnight. To my surprise there were still people up talking outside at the Hotel. I guess it's hard to sleep with so much excitement.

Early the next morning I made the mandatory Bojangles stop and then off to the grid tech inspection. While the car had no problems passing, I did. My ancient helmet did not pass. Stacy King to the rescue... He had brought, not one, but two spare helmets. I will say that the one I was using was "Colorful".

After all of the inspections were completed, we did an orientation lap with our assigned instructors. My instructor was Doug Gubbins (Sorry if I have misspelled the name). He was driving a turbocharged Miata. While we were only doing about 5/10's,

it was still incredible. I do wish I paid more attention at this point because I completely missed him pointing out the turn-in points and apexes.

Then we went to a short classroom introduction. There we covered the basics. I found out in that some things I thought I knew were wrong or slightly off. It was informative and well worth staying to listen. The instructor, John, was both informative and humorous. Thank you to Blake Frazier for helping me find out what I need to do before each session.

Now came the first of the track sessions. A 20-minute jaunt of a very steep learning curve. Then, put into one of four groups – each group with similar skills. Watching the first group, White (the most experienced) was like watching the Speedvision Cup. Man these guys are good. Most of them were the instructors for the other groups.

My group was Green (The Rookies). My only goal at this point was not to be a moving roadblock. Doug was very patient and pointed out how I should take each turn. His main goal was to show me the line of the track and how I should look at each turn. After 18 minutes of intense concentration, I got about 1/2 of the turns right, still was creeping in, and was way too timid on the exit speeds and brakes. In other words, I was slow, Not the slowest, but still slow. The point at this time was not speed, but learning the line, and consistency.

Then it was time for another class. This time the class was a little more focused. We

asked about specific corners and how to handle the turn-ins and such, when the speed increases. Once again, well worth the time spent.

Between sessions were the SCCA Time trials. While I don't know all of the rules of this, I will try to summarize. There are 2 to 4 cars on the track at the same time. You are competing for the best time you can get for your Class. Each Class is comprised of cars with similar performance. While timing and classes are similar to a Solo Event, this is a high speed, full track event. Its like professional or Club racing, but you are not going door to door. It looks like a lot of fun, and I hope to do it soon myself. My instructor, Doug, was second overall, only slower than a fully prepped Corvette C4. Of course, none of the TT guys are slow and another congratulations to Blake Frazier for a second place finish in his class with the fairly stock Z31 (Second to a 97-98 Mustang Cobra). Still wondering how you guys got put in the same class.

We had 2 more sessions on Saturday, each time I was getting better, but still did not get it all (who ever thought up turns 11-14 is cruel and turn 14 is a PIA). I had planned on only doing one day of the school. At this point, I realized I was having way too much fun and I still had a long ways to go. So I called my wife, and being the loving one that she is, she had no problems with me staying an extra day. I checked with the Hotel and found out that there were no rooms left. Once again Stacy (Z32) and Blake (Z31) came through. Thank you guys for letting me bunk with you.

We a great time at Gus' Pizza that night. There was a lot of camaraderie and such. The food was pretty good, as well. When I returned to the room, I realized how tired I was. A few of us had a really good time talking, watching the local High School kids drive by, revving their engines, saying things like "Race this Baby!!" When my head did hit the pillow I was out like a light. Everyone was also right about driving the track throughout the night. I must have made 100 more laps.

The next morning quite a few of us made the Biscuit run. Because most of the tech specs were done, we were able to get out on the track much sooner. I asked my instructor if I could ride with him during his session so I could see what he was trying to tell me. For anyone who does this sort of thing in the future, I highly recommend this. I finally understood what he was trying to tell me. Not to mention it was one of the most thrilling rides of my life. On my next session, I was finally starting to feel good about each corner. I was beginning to feel faster even though I was driving the car

easier. I even passed a few people. The next two sessions were gravy; this was now just pure fun. This is what this car is really good at, and now I was able to really enjoy the Z in its environment. It is very tossable and exits the corners really strong. I now know what it really means when they say balanced.

I was on an adrenaline high the entire drive home. The weather was beautiful the entire weekend (who have thought it would be in the 70's in November). The area around Kershaw is gorgeous in fall colors and it made the drive home great, with plenty of time to reflect on what would surely be one of the best weekends I will ever spend. It will definitely be in my memories for a long time to come.

Overall I think the event was a resounding success. It was a full school, with BMW's, ITR's, and quite a few Z's. I think it was the best showing of Z's ever at the Triangle Z Car club events. It seems that the BMW/Porsche guys know more about our event than the Z Guys. I think we had 16 Z's on Saturday, with 12 on the

track. Then Sunday was just the 12. We did get a great picture at the track that I am hoping to have posted on the Triangle Z Car Club soon (www.trianglezclub.com). There are also a few videos that I am getting digitized as well. We will see.

I am sure I have missed quite a few "Thank You"s and congratulations in this. There a few really fast Z's that I have not talked about either. I am hoping that some of the other Z guys that were there will fill in the gaps I have left.

I highly recommend this sort of driving school to any Z owner. If not ours, then someone's. A lot of other clubs (BMW, Alfa, etc) have open track events as well, if your local Z club doesn't. This is what the Z car is good at. And it will give you a better appreciation of it, and make you a better driver overall. John Downing and the many others put together a great event.

If you are nearby and can make it, join us on the April 13-14 event at VIR. I will definitely be there, if John will let me back. **TZC**



Z Club News (cont'd):

Carolina Z Club (from p. 4):

Jim Bralley requested each member bring in 2 possible events for the next 12 months.

Atlanta Z and general import meet. Atlanta, GA. January 12, 2002. Check www.twinturbo.net for details.

Lowcountry Z Club (Charleston)

Mark Jeffcoat
117 Single Tree Court
Goose Creek, SC 29445
843-824-9441
mjeffcoat1@home.com

Blue Ridge Z Club (Asheville)

Dan Thorpe
26 Harris Road
Fairview, NC 28730
828-628-2813

BRE 510 Articles:

A happy consequence of Nissan's decision to bring the #46 BRE 510 out of retirement and into pitched battle is that there have been at least three articles on the car/team/John Morton. Sport Compact Car led the fray with words and pics by Pete Brock his own self in its January 2002 issue! Entitled "Returning to the Scene of the Crime". Road & Track has the BRE 510 as its Salon car in the Jan 2002 issue. And Automobile did a feature on the BRE 510 in its Jan. 2002 issue. Even some quotes in the latter from Mr. Morton. See the next issue of Grassroots Motorsports for more. Good reading! **TZC**

Sponsors

Please support our sponsors. Make sure you call, and mention your Z Club when you do.

All of these sponsors offer discounts to Z Club members.

High Point Nissan

Service (336) 884-4123
Parts (336) 884-4124
Mention Club – 25% off parts

The Z Shop

(336) 274-7872
John Hill – Mention Club, Discount Varies.

Brinsfield Imports

(336) 292-6499
Dale Brinsfield – Mention Club, Discount varies.

J.C. Nizzan (Ceith)

Specializing in used Z parts
(336) 475-8277
Mention Club, Discount varies.

MotorSport Auto

(800) 633-6331
Mention Club – 10% off

Victoria British

(800) 255-0088
Mention Club – 10% off

Walker Jordan's Independence Nissan

Other Discounts

Other discounts are in the works. Dave Newell of Triad Z Club is actively seeking information on discounts. See Jan/Feb 2002 newsletter.

Carolina Nissan – Show Club membership card for 20% off parts.

L&A Motorsports

Sam Neve; mention club
10% Discount

If other Clubs have Discount information they can share, please forward to: DrT240Z@aol.com

Zs on TV:

The History Channel is running a history of the Z car. Times follow:

Fri., Dec. 21, 11PM-12AM
Sat., Dec. 22, 3AM-4AM
Sun., Dec. 23, 1PM-2PM
6PM-7PM
Mon., Dec. 24, 7AM-8AM

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Tech Corner

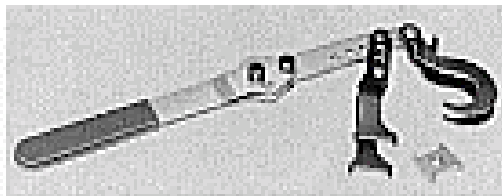
L-Series Valve Stem Seal Replacement

Bruce Bladon

This little essay is offered for the consideration of those contemplating the replacement of the valve stem seals in their Datsun L-Series engine. I've done it the hard way: removing the cylinder head and all that chore entails in time, gaskets, and the risk of the timing chain slipping while off, and was looking for a better approach. What follows was, I admit, largely borrowed from others. E.E. Mitchamore Jr. made reference on the Internet Z-Car Club to an article written by Peter Chu describing the technique for changing valve seals with the cylinder head on the car. Thanks to both of those gents for the info from which I have borrowed somewhat in writing this piece.

Materials required:

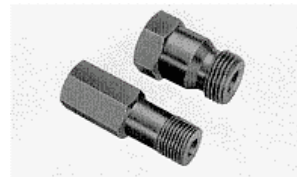
- Engine oil, marker pen, ziplock bags, ¼" nylon rope or suitable air hold tool*, magnetic retriever tool, suitable spring compressor*, needle nose pliers, grease. – oh, and new valve stem seals, and maybe an assistant if you have one.
- see: www.mytoolstore.com/kd/kdengi13.html#3087 for the best type of spring compressor for this job. The Universal type for overhead valve engines (style 2078) may work but is awkward to use near the cam towers. The #380 tool is suited to use with the head off. The 3087 is designed especially for overhead cam engines with the head on the engine. Some tool rental places may have these, and maybe some of the parts suppliers will lend them or sell them as well. Checking around, I was quoted prices ranging from \$70 to \$105 (Canadian funds) while the advertised U.S. price is around \$50.



- the text I borrowed from made reference to using nylon rope to hold up the valves. If you have an air compressor you can use one of the air hold tools shown at www.mytoolstore.com/kd/kdengi.14#901 (see tools 901 and 2992).



Tool number 2992



Tool Number 901

Procedure:

1. Place the transmission in neutral, preferably on a flat surface, and apply the handbrake.
2. Remove spark plug leads and move them out of the way.
3. Remove spark plugs and store in order from front to rear.
4. Remove valve cover, and spray bar if so equipped.
5. Using a 27mm socket on the crankshaft pulley bolt, turn the engine until the number one cylinder is at TDC. Both cam lobes should be pointed upward, one to left, the other to right of center, and the TDC timing mark and pointer should line up. A small flashlight or screwdriver through the spark plug hole will assist in checking TDC.

L-Series Valve Stem Seal Replacement (cont'd):

6. Remove the mouse-trap springs, rocker arms and lash pads from the number one cylinder valves. Mark the lash pads for orientation and note which is for the intake and which is for the exhaust valve. It is possible to use a large screwdriver levered against the underside of the cam to depress the valve spring enough to pull out the rocker arm after you have removed the mouse-trap spring, but it is easier to loosen the locknut and rotate the adjusting nut to loosen the rocker arms first. (if you do it this way you will need to adjust your rocker arm to cam clearance (or rocker arm to lash pad clearance) upon reassembly. Keep all pieces for each location together.
7. You may wish to put rags in and around any openings that lead to the crankcase (i.e. timing chain) just in case you lose your grip on a lash pad or keeper.
8. ***If you have an air compressor and air hold fitting, install the fitting and let the compressor run. You want enough air pressure to hold the valves in place with the springs off. (If the crankshaft starts to turn you need to back off the pressure!). If you don't have an air compressor, you can hold the valves in place by using that cheap yellow nylon rope {probably best to be working on a cool engine).
It might be a good idea to rotate the engine back off TDC just a little, push in as much of the rope as you can through the spark plug hole (use a flat bladed screwdriver), and then gently rotate the crank to push the piston back up toward TDC to squeeze the rope against the faces of the valves (don't need to get carried away!).
9. Position the hooks of the KD3087 tool under the cam, being careful not to scratch the lobes: place the spring compressor portion in place over the spring retainer, and apply pressure downward on the spring retainer.
10. Remove the two small keepers (collets) from their groove in the valve stem with the magnetic retriever tool. (Typically looks like a short telescoping antenna with a small round magnet on one end). Slowly release the pressure on the tool, lift it out of the way, and remove the retainer and inner and outer valve springs.
11. Use a small flat bladed screwdriver to pry up the valve stem seal and use your fingers to slide it off over the top of the valve.
12. Take one of the new seals, apply engine oil to the inside of it, and ease it onto the valve stem, taking care not to force it as there could be sharp edges on the valve stem. Once it is fully onto the valve stem and below the keeper groove, push it the rest of the way down and carefully apply pressure as evenly as possible until the seal snaps into place over the valve guide.
13. Replace the valve springs and retainer, reposition the tool, and carefully apply pressure so that the springs go straight down and the valve stem comes up through the retainer far enough so that you can access the groove area. Apply grease to the two small keepers (this is where an assistant comes in handy) and install them into the valve stem groove using needle-nose pliers. Slowly release the pressure on the tool and make sure both keepers stay in position.
14. Repeat the procedure with the other valve for cylinder #1. You can replace the lash pads (check orientation compared to original), rocker arms and mousetrap springs now. If you did loosen the rocker arm pivots you might as well wait until you have replaced all seals before adjusting the clearances.
15. If you have stuffed rags around the timing chain or anywhere else that could get caught up with the cam rotating, remove them before turning the crank to raise the next piston in the firing order to TDC. Replace the rags.
16. Repeat the procedure for the next two valves, making sure you are always working on the cylinder at TDC and not one next door.
17. Once all seals have been replaced and all parts are back in place, remove all rags and nylon rope if used, or air-hold fitting.
18. Adjust valve clearances if necessary. Actually this is a good chance to retorque the head and adjust clearances in any case.
19. Re-install spray bar if so equipped.
20. Remove socket from crank pulley.
21. Replace spark plugs and cables.
22. Replace valve cover.
23. Crank her up and hopefully on your next trip to the gas station you won't have to say "Fill 'er up with oil and check the gas." **TZC**

Disclaimer/Fine Print: As with any repair procedure or tools you use, research what you are embarking on and ensure you know how to properly use the tools. Triad Z Club and the author provide this information as a guide and are not responsible for improper use of tools or information. You repair or break it at your own risk!

Classifieds

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Cars for Sale:

1991 300ZX Twin Turbo.

1991 300zx Twin Turbo
79k miles, Red w/ Black leather, 5spd, Performance: A'PEXi Super Intake, Stillen ECU & intercoolers, ACT 6-Puck Race clutch, B&B exh w/ 4.5" tips, Unorthodox Racing UD pulley (RED), gutted pre-cats, HKS SS BOV's, Apexi AVC-R, Blitz Dual Turbo Timer, Eibach Springs, Italian Leather shift and E-brake boots, Stillen Ducted Panel & OEM style spoiler, Power Stop cross-drilled rotors, Enkei RP-01's F: 18x8.5 Nitto NT555 245/40/18, R: 18x9.5 Nitto NT555 275/35/18, Sony Explode CD player 52wattsx4, (2) 6.5" 2-way Alpine, (2) 3/5" Alpine tweeters, flush-mount in doors, (2) 4x6" Boston Acoustic 2-way, (2) Audiobahn Alum 10" subs. 1600W max 800rms, Profile Baja 600W 2ch amp, Dual 10" sealed box lined with cotton for deeper bass, Rockford Fosgate 4g wiring kit & White wolf RCA wires. Redline wetter water, Slick 50 gear lube, Mobil 1 Synthetic. \$15,500
Located in Winston-Salem, NC 336-764-2760 and cell 336-399-5181. Jeff Boger JT300ZTT@aol.com (12/01).

1991 300ZX Twin Turbo

Original owner. Mint condition. It has 26,500 actual miles (mostly highway). Super white, charcoal leather, Alpine Receiver, Stillen Stainless Steel catback, K&N Filter. Will DeBouver.

678-342-2833 home
678-625-9983 work (12/01).

1990 300ZX Twin Turbo

95,000 miles, new engine & turbos, charcoal gray with black leather, all options including climate control, Greddy stainless cat-back, profec-B, turbo timer, NISMO 555cc injectors, JWT ECU upgrade, twin pop intake, ASP underdrive pulley. Very fast and very nice. Buying house, must sell. \$11,500 neg. For some nice pics of the car see: <http://community.webtv.net/CURTISFROMNC/1990300ZXTWINTURBO> Contact chrisnholly@webtv.net (Chris Pearson). (10/01)

1988 SS 300ZX.

Only 3,000 ever made. 160,000 miles, recent topend rebuild, new timing belt, seal, turbo and tune-up. Call Jeff Underwood at 704-821-0622 (12/01).

1983 280ZX.

Same owner since 1983, garage kept. Power door locks, windows and remote door mirrors. Red with black carpet and interior (both of which are in perfect condition). Outstanding overall condition. No rust or damage. 122800 miles. Still has many good dependable miles left on it. Very interested in selling to someone who will take as good care of it as I have all of these years. Asking price \$6200, negotiable for best owner. Contact D. Crow cn3626@coastalnet.com Business line at toll free: 1-877-860-2100. (10/01)

1979 280ZX engine for sale.

Starter, transmission & alternator included. \$800 and you take it out, or take the whole car. I also have the

body for sale with a dual exhaust system. White w/black interior. Very minor bodywork needed; few rust spots and driver side window. Alpo@my2way.com (10/01)

1978 280Z. Blue with black interior, 100,000 miles. Automatic transmission Owner is Diane Abell 704-329-4922. Nistech of Matthews, NC has done a lot of work over the last year including gas tank, brakes, service, radiator and much more. \$3300. Call Jeff Underwood at 704-821-0622 for more information. (10/01)

75 280Z. White with black interior. In the last couple of years it has had new headliner, dash cover, carpet, Momo steering wheel, cass. Player. 5-speed, good clutch & brakes. Engine has about 40k on rebuild, including a ported & polished head, comp.cam, MSD ignition, headers, & much more. The car has been professionally lowered 1inch, with racing springs and shocks, and a sway bar. All this contributed to the former owner winning 2 state championship auto cross races. It could use a new paint job eventually. Overall this is a very fast & good handling car. \$3,500. Contact Alex Lake Alake75396@aol.com (10/01)

1974 260Z automatic. The car is in pretty good shape. The interior is clean. There is a little rust but no major work besides the battery box area. It has been repaired. Was going to work on restoring but no time, too many projects. This would be a good car for someone to work on restoring. Call Dave at (336) 643-7481. (12/01)

1973 240Z. Automatic (built 11/72). The car is running and complete. Rust is very minimal. Floors and battery area are solid. This is a very good complete car for a restoration or fix up as a daily driver. I am in Greenwood, SC. E-mail me for a history and photos of the car if you are interested. Ernest McCallum, 864-388-7399 (home), 864-229-1611 (work). Emccallum@emeraldism.com (12/01)

1973 240Z. For restoration or repair parts. Claude Dennis. Janedoe@coastalnet.com or 252-393-7471. (12/01)

1972 240 Z (semi-race prepared). Used in track schools only. Koni coil-overs, fuel cell, new balanced & blueprinted Newman/Bob Sharp racing engine, triple Mikuni carbs, 5-speed, LSD, much more, many extra parts. \$8500 obo. Thomas Blair. (843) 686-6001 or 686-5149. lsgoldwks@hargray.com (10/01)

Early 1971 240Z. Midnight Blue Metallic with virtually no rust. L24 block w/ lightweight forged pistons, lightweight flywheel, "mild" cam, original SU's, header, short throw close ratio 5 speed, racing type susp. Bushings. New front calipers, stainless brake lines, new Brembo rotors, perf. Pads, new rear wheel cyl. & shoes, Motorsport springs, Bilstein racing struts, new 280 clutch, Momo wheel & shifter, Recaro seats. Shelby 15" (8.5" wide) wheels, 225/50ZR15 Yoko AVS Intermediate tires. \$7000 obo. Alan Chapman, achapman@nc.rr.com, mobile phone at 919-949-4250. (10/01)

1971 240Z. Flared fenders and whale tail. Newly rebuilt engine and transmission. Needs fuel tank. \$500 negotiable. Dean Campbell (336) 217-3205 (10/01)

1970 240Z. HLS30-00230, 163,000 mi., orange with black interior, excellent condition. One repaint. Tokico gas shocks, ST sway bars, T/C kit, strut bars, rack bushings, solid diff mount, 1983 engine rebuild, many new parts, header, 2" custom exhaust, new carpet, seals, gaskets, etc. Garaged. 2 owners. SCCA Solo 2 4 years, many other upgrades. \$8900 Dan Williams Roswell, GA 770-998-4530 phone/fax dlwbb@yaho.com (10/01)

Cars Wanted:

1970-73 Datsun 510. 2- or 4-door. Solid frame and unmodified body. Drivetrain and interior condition not critical. Trevor (336) 454-6763, DrT240z@aol.com (10/01)

Parts for Sale:

Lots of used parts for 280Z. Engines, transmission, heater cores, ac systems, some interior parts. Call Dave at (336) 207-1766 (12/01)

Header for 240-280Z. 6-into-2 design, square exhaust ports. Good shape. \$25. Trevor. (336) 454-6763 DrT240Z@aol.com. (10/01)

Parts Wanted:

240Z Radiator. My buddy is looking for a radiator for a 240z. Please forward all e-mails to me. Jerry Watford. (Jwatford@nc.rr.com). (12/01)

300ZX Hatch Carpet. I am looking for blue hatch carpet for my 84 Z. If anyone knows where I can get some, regardless of condition, please let me know. Blake Frazier (336) 854-0391, bfrazier@triad.rr.com. (12/01)

Help Wanted:

If we have anyone with welding skills and a welder please give me a call. I have some rust through under the battery tray in my 78 Z. I am getting the engine compartment cleaned up while the engine is out. Jerry Colburn, Triangle Z Club 919-938-2252 (H), 919-905-3439 (W). (8/01) **TZC**

I am restoring a 1976 280Z. The entire front end needs to be replaced because it was wrecked. Can I put the 240 front and rear bumpers on it since I have to replace the front anyway? It would make the car a lot lighter, and I am trying to make the 280Z look as much like a 240Z as I can. Mike Lowry MLOWRY1@CAROLINA.RR.COM (10/01)

Manual Wanted. I have a friend who wants to buy a '78 280Z shop manual. Anyone know of one for sale? Roger Schlobin Greenville, NC. Dragon@ateze.com (10/01)

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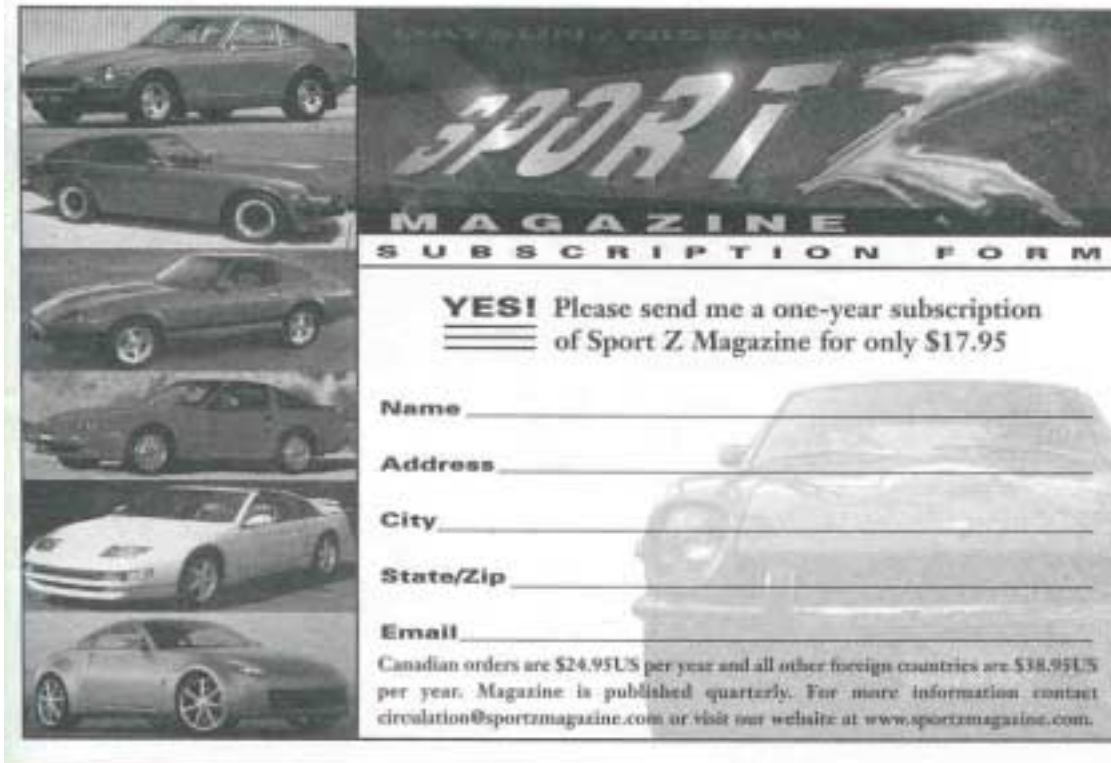
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The Z Experience

In the January/February 2002 Issue:

- John Mitchell of Triangle Z Car Club shares his exploits in a Texas Driving School
- NICO coverage of the SCCA Runoffs
- Profile of a low mileage factory-built 280Z Scarab
- Much more!

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