

# Z BREEZE

**GroupZ Sports Car Club Inc.**  
**The world's oldest Z car club!**  
**July 2014**



The **Z-Breeze** is published monthly and, typically, distributed around the 1st of the month. Membership is \$30 per calendar year (includes the newsletter). Membership rates are prorated quarterly to Jan 1: Jan-Mar: full rate, Apr-Jun 3/4 rate, Jul-Sep: 1/2 rate, Oct-Dec: 1/4 rate. Subscription rate is \$15 per year and there is a \$15 surcharge for members and subscribers who wish to receive a printed version of the newsletter. Opinions expressed in the newsletter are not necessarily those of the editor or the club. The editor reserves the right to edit all submissions as needed.

The **Z-Breeze** staff:

Editor: Curt Wheeler

Production, Collation, and Mailing:

Hundreds of folk working behind the scenes.

#### 2014 GroupZ Board of Directors

Advisor: Ian Stewart

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Vice Pres: Richard Yarosh

Treasurer: Tom Clark

Event Coordinator: Steve Donegan

BOD Members at Large: TBD, TBD

GroupZ Sports Car Club Inc.

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Katella Grill

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# GroupZ Calendar

Weekends **Local Area:** Stuff is always going on! For further details, please visit the club's event calendars: Website, Facebook, Yahoo Group.

Links to our sister clubs *EmpireZ, San Diego Z*

7:00 p.m. **General Meeting:** @Katella Grill  
Thu. Jul 10

Sun July 13 *Datsun Swap Meet at Eagle Rock*

TBD **Run of the Month:** Check the calendars every so often for updates.

Tue. Aug 5– *ZCON* @ San Diego.  
Sat. Aug 9

Sat Sep 27 *JCCS*



## We need your help!

**Calendar events:** *Please* help us keep the calendars updated by notifying the editor or the coordinators, either for Yahoo groups & the club website or for Facebook, of updates & additions.

**Club events:** *Please* support our club events and let the trip leader know if you'll be participating. **All** members are encouraged to suggest trips so feel free to contact the Events Coordinator. *Please* bring your club ID to events.

**Newsletter articles:** *Please* feel free to send potential articles to the editor for submission into the newsletter (text & pics). A published article will include a thumbnail pic of the author (please supply source pic).

Front Cover: 79 280ZX-R & 83 IMSA GTO champ 280ZX

Back Cover: Guest Member of the Month

## Minutes of the BOD Meeting

**Jun 12, 2014**

BOD members present: Ian Stewart, Richard Yarosh, Tom Clark, Curt Wheeler, Steve Donegan with Jackie & John Harris absent.

### Announcements

#### Old & New Business

<The minutes of the previous BOD Meeting were read and approved as amended.>

Curt: Discussion to contact Courtesy Nissan about Nismo lanyards for members.

Discussion about syncing membership dues to Jan 1 and to start prorating of dues by quarters (need to keep track of members who paid full dues after Apr1).

Discussion about getting detailed inventory of club stuff at Tonys.

Discussion of dropping the requirement for the BOD to vote on acceptance of new members.

Tom: Finances: from 5/01/14 to 5/31/14: \$940.00/ income & \$905.94/expenses --> \$2095.45/ balance.

Ian & Scott & Steve: Discuss Cars & Coffee for Sat, Jun28 (and Santiago canyon cruise after words). Mount Palomar cruise for Sept or Oct

Vote: 4 for w/ 1 abstaining to expel Charlie Deever from the club.

Vote: 5-0 to request John & Jackie Harris to resign from the BOD and relinquish control of the club's Yahoo group to Curt & Ian.

Respectfully Submitted: Curt Wheeler

## Odds & Ends

### Notes from GroupZ

Cover photos: (1) 1979 280ZX-R: ~1000 were made to homologate the "Whale Tail" for racing, (2) 1983 IMSA GTO championship car driven by Tony Adamowicz & Don Devendorf. <editors notes: I wonder if Tony still has his 240Z for sale? John Morton & Tony drove a 1972 Ferrari 365GTB Daytona to a second overall in the 1979 Daytona 24 (the car owner, Otto Zipper, died suddenly the day before the race).>

### Run of the Month

**TBD**

### Guest Member of the Month:

#### Allen Doby

My wife, Juanita, and I are both car nuts. In high school, I worked in my brother's garage to get thru college. My wife worked in the auto industry for over thirty years. I ordered my 240z in Dec. 1972 and it was delivered in Jan. of 1973. Mine was one of the first 10 to be delivered to the USA. The Z ran well in Feb. and Mar. but in April, when it got warm, it developed a vapor lock problem. For the next three months, Nissan tried to solve the problem: insulating all the fuel lines & adding a louvered hood, but to no avail. They bought several of us off and had us sign a waiver. I took the money and went to a friend in Compton, where we installed a Chevy 327 engine in the car with a 4-speed tranny, but it ate clutches in the first month so we installed a 3-speed auto tranny. I drove the car for ten years but, when California started smog testing on the streets with road blocks, I had to store my Z for ten years until it no longer needed to be tested.

Over the years, additional upgrades include: Holly 600 4-barrel carb w/ fuel pump & regulator, electric cooling fan, dual exhaust by Power Tone, 200R4 4-speed auto tranny, electric windows and doors, 17 inch wheels and tires, over-size truck disc brakes, Panasonic stereo w/ 6 speakers, and paint by Art Ibarra of Costa Mesa.

<editor's note: Scarab started up in 1976>

# News & Announcements

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## SVRA at Auto Club Speedway on 6/21/14

Article by Ian Stewart



SVRA held a historic sports racing event at auto club speedway in Fontana on 6/21.

The is was an excellent event with all types of cars and classes from open wheel to can am to sports cars in which there were 6 or more Datsun's battling porches, jags, and all manner of beautiful vintage race cars. They ran the "Roval" which consists of half the oval track and most of the infield track.

I showed up to watch on Saturday and was invited to stay for a BBQ in the paddock by my good friend Hector after watching him battle it out in the qualifier. Hector races a 240z that has been modified externally into the "Ferratsun" His car ran great and even though I wished I was racing too, it was a lot of fun to watch and cheer on all the Datsuns in the field.

I counted 3 240Zs, 2 roadsters, several 510s, a Bob Sharp B610 driven by Adam Corolla.

Entry fee for spectators was steep at \$20 but I had full access to the paddock and could get right up to the infield fencing to watch the action.



## Big Bear Cruise by EmpireZ, Sun. Jun 8

Article by Scott Burkhardt



The Empire Z Big Bear cruise was great fun. We had about 20 cars make the trip. Empire Z lead us up the back way along twisty highway 38. Bob and Terri Heckendorf drove their beautiful blue 280z. John Williams rolled out in his bad ass silver 240z. Ian Stewart magically appeared in a super clean 280z 2+2 rolling down an on ramp, merging into the group already in motion cruising down the freeway. Unfortunately a clogged fuel filter required him to head back home a few miles later.

John McGortey rolled out in his white Z32 complete with Blue taped head light eyeliner. The blue tape has become a joke. On the Crystal Lake drive, John put some blue tape on the lights of his 88 Z31 Shiro to keep them from rattling. I commented here is John's 88 300zx complete with blue eyeliner straight from the eighties. John has been entertaining us by dressing his cars up with eye makeup ever since.

We gathered for lunch in Big Bear at Paoli's Italian Restaurant where Empire Z members received lunch on the house. Many Z folk are members of both clubs: GroupZ and EmpireZ. Empire Z is a great group and full of good people. Group Z and Empire Z clubs often join in on each others events and often work together promoting and supporting each others events.

After lunch, I headed for home with Michael Anderson, aka the Datsun Roadster guy, leading me and our 350z friend, Juan Ibarra. Michael brought his canyon carving 1965 Mercury Comet. Frustrated by much slower traffic, we took a detour down Highway 138, a winding, smooth snake of a road that often doubles back and forth through dense forest. For me this road was a fun highlight of the trip giving smiles for days, just thinking about it.

Thanks to Empire Z for another great drive!

Follow-on article by Ian S:

I recently acquired, arguably the most controversial of Z cars, a 2+2 <editor: ouch!>. This is a car that I scoffed at and swore I would never own once upon a time, but fast forward several years and several kids and bingo, this guy needs a back

seat for Z get-togethers. So my assessment of the new ride?... The longer wheel base makes for a smooth freeway cruiser and it is strange to hear voices from BEHIND you when you associate everything in front of you with a Z that is usually a 2 seater. Is it a viable family car? Well, the back seat is not compatible with modern car seats by any stretch and even with the booster seat my 5 year old's head was still below the bottom of the window, but is still more functional than a Volvo P1800 station wagon. That said, mine is a 76 280 that runs well, is in great shape paint and interior wise and has working AC so I decided to bleed the brakes, swap tires with my other Z and take the whole family on the Empire Z cruise to Big Bear. I was able to address the car seat situation and pack everyone in safely but what I didn't expect is it has not been a daily driver for some time and has associated "character" as a result. We had a great drive out the the meeting spot at the base of the hill, met up with the crew and got in on the first photo ops. As we headed out through Redlands, there was little excitement with a rough road and a brake check moment coming up on a little bridge. Just as we were catching our breath and starting up the hill, the car started to stumble and cough. It seemed like the issue did not occur until the engine was under a sustained load (i.e. driving up a mountain) so I assumed it was a clog in the fuel system. Not wanting to strand the wife and kids, I turned the 2+2 around and headed for home. The car made it to your exit but as I drove down the off ramp, she quit completely. Not one to give up easily, I popped the hood and started to assess, finding the fuel system ok as I placed my hand on the negative terminal and hearing the AC pulley clutch engage. A little corrosion ridding, contact making wiggle and we were on our way home. So the family missed out on the hurl inducing drive and the car now has a fresh set of battery cables and is running like a top. Gotta love the "Character" of old cars.

Follow-on article by John Moran

Big Bear Cruise - On June 8 , around 20 Zs and a few friends hit some scenic twisties and got to hang out together with a free pizza lunch.

**Pics:**

<https://www.facebook.com/media/set/?set=a.688320234562851.1073741963.403955269666017&type=1>

**Bridge crossing video with audio:**

<https://www.youtube.com/watch?v=e6VLonP4Lk4>

**Awesome aerial video by Mike A.:**

<http://www.youtube.com/watch?v=ZTzn30aUDyo>

**Also, EmpireZ pics from Nissan Jam:**

<https://www.facebook.com/InlandEmpireZ>



**Pics from Nissan Jam @ Connell Nissan, Sun. June 15**



## Guest Member of the Month

Allen Doby's beautiful 73 240Z



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# First Class