



# Z NEWS

**November 2021**

**VOLUME 49 - 11**

**The Official Newsletter of Z Owners of Northern California**

**\* Save the Date \***

**Sunday, December 12, 2021**

Because we are not able to have a banquet this year, we are going to have a Holiday Run.

Full details in the December ZNEWS.



**\* ZONC 2022 \***

**Don't forget to vote  
for ZONC officers for 2022!**

The link was sent to your email address on  
October 25<sup>th</sup> by Linda Williams.

**Elections close November 10<sup>th</sup>.**

## ZONC's Current Membership Numbers



Here are the key membership numbers as of the end of September:

Total Members: **102** (over 100 for the first time since I started doing membership reports in mid 2020)

Total Associate members: **11**

New members Year to Date: **26** (**9** new members in September alone!)

Total Datsun/Nissan/Infiniti sports cars owned by members: **112**

Number of **Classic** cars (ie prior to 2000): **86**

Number of **New Millennium** cars (ie, post 2000): **26**

I think the key news this month is the total of 9 new members that signed up this month, and the total of 26 new members this year.

Bob Russell

**ZONC's ZOOM Meeting  
Sunday, November 14, 2021**

**Watch your e-mail for the LINK**

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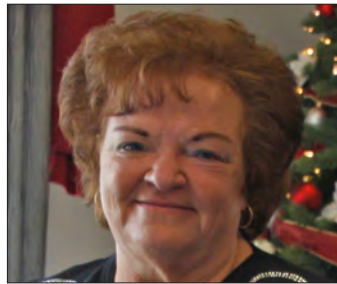
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## On Z Road Again

Linda Williams



Well, we're finally seeing some rain! We definitely can use it and pray for more, even though many people don't want to drive in the wet weather. Hopefully we can find some breaks and give our cars a little love.

On October 17<sup>th</sup>, we had our **Annual ZONC Picnic** to celebrate 49 years of ZONC being a club. WOW, that's a long time and our goal is to keep it going even longer. With the new Z coming out in the spring, we should be able to entice some others to join the club. We had a good turnout at Coyote Point with about 30 people attending. The weather held out for the most part, until after the meeting when the wind came up and started whirling lots of stuff over the asphalt. Lots of it was from the group next to us trying to celebrate a birthday for a 1 year old. We had lots of cars displayed in the parking lot next to the picnic area, which drew a lot of attention and lots of pictures being taken. A big THANK YOU to Ken Clark and Oscar Lemus for taking charge of BBQing the burgers and hot dogs, and to Sara for taking the pictures! Also, thanks to everyone for all of the side dishes, we definitely had more food than we needed, but it was all great!! Thanks to everyone for helping us cleanup the area before we departed. It makes a huge difference for us when everyone chips in.

On October 23<sup>rd</sup>, Z Car Garage held an open house to reveal the new Z, very similar to the reveal they had in 2009 for the 370Z. It's always so exciting to be a part of these adventures. Congrats Rob for being the first public showing of the new Nissan Z in Northern California. Check out Z Car's Blog: <https://www.zcarblog.com/tag/370z>

On October 24<sup>th</sup>, ZONC members were invited to a private viewing of the new Nissan Z at PageOne Automotive in Brisbane. The weather made it a little challenging, but it was an honor to have Nissan invite ZONC to this event. We are hoping to have another event in the Spring when the actual car is available at the dealerships. This is still being

*Continued in [next column](#)*

worked on.

Our November meeting will be held via ZOOM on **November 14<sup>th</sup>, 11:30AM.**

Our December banquet on **December 12<sup>th</sup>** will not happen this year due to our venue cancelling all banquets through the end of the year. With late notice, I sent an email out and requested suggestions. I received several and the consensus was to have a fun run. So, with that we had a discussion at the picnic and Andrea Ivan is putting together a fun run that will start and end in Livermore. Somewhere along the way or at the end, we will stop for lunch/dinner (?) and ZONC will pick up the tab for current members. So save the date! We will not be having any awards issued this year.

Our January meeting will be on **Jan 9<sup>th</sup> 2022** and is our planning meeting for the year. Please send me an email with your ideas on what you'd like to do or if you would like to put a fun run together. You are also welcome to attend the meeting in person (if we are able to do so) or via ZOOM.

I just want to wish everyone and their families a very Happy Thanksgiving!

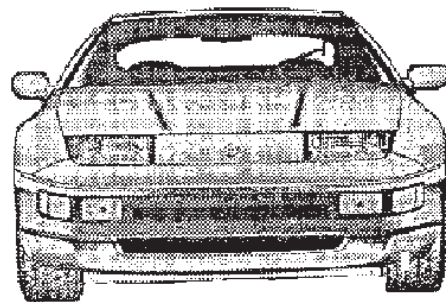
Stay safe and healthy.

### Please Welcome New Members . . . . .

Jason Dove	280Z
Nazariy Krempovych	G35 Coupe
Casey Noel	240Z
Vince Malta	240Z
Howard Johnson	280Z

### Sac Datsun Events

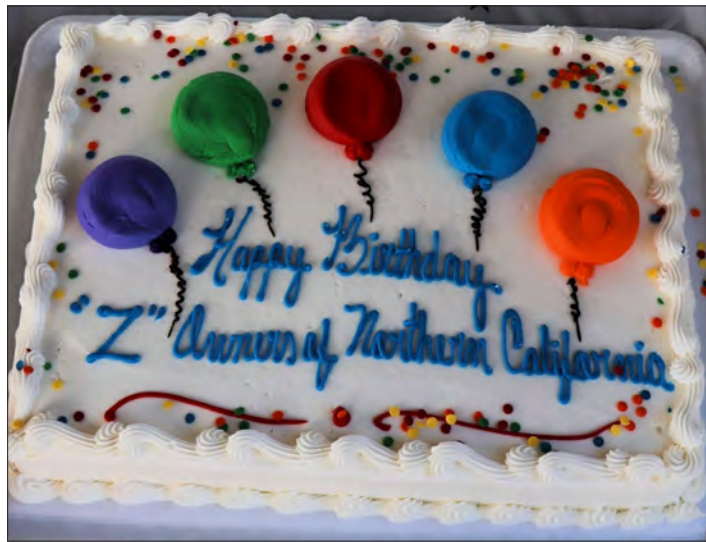
For more information go to  
[www.facebook.com/sacdatsun/](http://www.facebook.com/sacdatsun/)





# ZONC's 2021 Annual Picnic at Coyote Point

Photos by Sara Yoders





# ZONC's 2021 Annual Picnic at Coyote Point

Photos by Oscar Lemus







## 2021 CSRG John Morton Cup

By Ann Devor

First, before anything else is said, “Exciting,” immediately followed by “Fun.” The Classic Sports Racing Group (CSRG) hosted its 2021 Charity Challenge at Sonoma Raceway over the October 1-3 weekend featuring the John Morton Cup (Group 9, 2 Litre FIA Trans-Am & SCCA Trans-Am 2.5 Challenge Cars & ‘B’, ‘C’ Sedans 1966-1979). The pack of 510s has grown to 15 cars including Kristine Casey’s Bluebird SSS in the Group 9 field of 29 race cars. We were rooting for ZONC members and friends Rob Fuller (ZCar Garage) and Tom Dockery who raced their 510s for the Morton Cup. Other competing sports cars included 10 Alfa Romeos, only 3 BMW 2002s and a Volvo 142S. This was a race between Datsun and Alfa Romeo from start to finish and would have easily belonged to Datsun except for one little mishap. And there the story begins.

Before the Qualifying Race on Saturday afternoon, I asked Rob how the morning practice went. He said it was good, and his lap times had been improving by a couple seconds. Huge understatement. Rob had the pole position for Qualifying and took off like a rocket from the starting grid. For several laps, Rob was easily ahead of his nearest competitor, the #90



Alfa Romeo GTV driven by Parker McKean of WA. And then Rob disappeared from the pack. We finally spotted his 510 stopped on the drag strip straightaway near Turn 7. It seemed like a long wait until the end of Qualifying when, at the last second, another #7 510 driven by Josh Moriarity of WA passed the #90 Alfa to take the pole for Sunday’s race. Back in the pits, we found out that Rob’s 510 suffered a broken throttle cable, an easy repair for such a disappointing result with Rob sent to the back of the pack for Sunday’s race.

Sunday’s Morton Cup race was delayed a bit by a Group 3 Ford GT40 that hit the k-rail with such force that the rail moved and had to be repositioned by heavy duty Big Blue. After extensive clean-up, the races resumed only to have a Group 2 car spew fluids from Turn 11, up through the start/finish straightaway, and just past Turn 1. The track became a slip-n-slide causing an Alfa Romeo Giulia to do multiple spins and shimmies right in front of the grandstand, and just missing the barriers by a slim margin.

Finally, the Group 9 Morton Cup race cars lined up with Rob starting 21<sup>st</sup> at the very back. The green flag waved, and the #90 Alfa gained the lead, leaving everyone else in the dust. But Rob quickly moved up and by the time he got to Turn 2 from Start, he had passed at least 7 cars. On the next



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## 2021 CSRG John Morton Cup

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lap, Rob passed 5 or 6 more, moving up to 8<sup>th</sup> place, the next lap to 6<sup>th</sup>, the next lap to 5<sup>th</sup>, the next lap to 3<sup>rd</sup>, and then firmly in 2<sup>nd</sup> place. The announcer said Rob's lap times were so good that he could have been ahead of the #90 Alfa car had he been in a better starting position. In fact, not only did Rob move up from 21<sup>st</sup> to a 2<sup>nd</sup> place finish, but he also scored the quickest lap of the race at 1:51.915. Nonetheless, #90 won the 2021 Morton Cup – so it goes on the racetrack. Tom Dockery placed 10<sup>th</sup>.

CSRG's racing year ends at Thunderhill Raceway on November 6-7 with a banquet and party afterward. If you enjoy historic racing that's accessible and a lot of fun, make sure to catch a CSRG race at Sonoma or Thunderhill. You may be the next one to put on a race helmet and find yourself in a vintage race one day!





## More Photos from the ZONC Car Show Photos by Bob Jenkins





## ZONC's 40th Birthday Picnic at Allan Witt Park in Fairfield, October 13, 2012

Photos by Bob Jenkins







### My experiences at the 2021 Korbelt Hillclimb in a 1973 Datsun 240Z named Zelda

By Clark Fenton

Zelda is a 1973 Datsun 240Z rescued in Sacramento in 1989. It was originally a silver color but was painted Camaro I-ROC Z Ultra-Blue Metallic in 1992 and is now a Corvette Cobalt Blue with flake. It was my daily driver for 20 plus years in Arcata Ca. It's got the 2.4 Liter OHC straight 6 engine with a posi rear end, 1985 280 ZX Turbo clutch and electronic ignition. The 1972 SU carburetors were rebuilt by Simply SU in Eugene Oregon, I replaced the 4 speed transmission with a 1978 280Z 5-speed and get about 25 mpg on the highway. I put in a 4 row aluminum radiator and lightened the flywheel. The 15 x 7 Panasports wheels have been on it since I painted Zelda in 1992.

I have been a member of the Z Owners of Northern California since the Carolyn Dudley era. I moved back to Arcata in Humboldt County in 1995 to run the County's Materials Testing Lab inspecting Public Works projects like roads, bridges, runways and landslide repairs. I joined the Redwood Sports Car Club in 1996 and started autocrossing out on the Samoa Peninsula at the Eureka Municipal airport taxiway. The Redwood Sports Car Club has been around since 1956 and mainly runs autocross races on the Samoa Peninsula. I run my old Datsun in BSP class in the hillclimbs now.

My first hillclimb with the Redwood Sports Car Club and the Northwest Hillclimb Association was the Hoopa Hillclimb in 1998. I ran there 4 more times with the last one in 2019. That hill is 2.5 miles up with some longer straightaways than Korbelt. The Hoopa Valley is a special place with great people. Run times there are 2 – 3 minutes long. Due to the Covid-19 pandemic the Hoopa Tribe wisely declined to allow the Hoopa Hill Climb the last 2 years. The

one thing the two hills have in common is lots of poison oak. One nice thing about Hoopa was we would all gather at night at the one motel in town to socialize and go to a fundraising dinner for the senior center.

The July 24<sup>th</sup> and 25<sup>th</sup> Korbelt Hillclimb course is a 1.3 mile paved hill with trees tight on each side at the upper end of the Mad River Valley in Blue Lake with 609 feet elevation gain. Korbelt is where the Green Diamond sawmill is located. There are 2 steep sweeping left hand turns to drift through and several corkscrews spread out through a Douglas Fir forest. Ryan Davis of the NHA ran timing and we are grateful for the NHA. Everybody has missed running the hillclimbs. The work day earlier involved clearing worker stations, setting checkpoints, starting and finish lines and marking cone locations and checking radios.

We had about 28 cars and drivers participate. Ten were local and 18 were from out of the area including Portland, Eugene, Vancouver and Boise. I was grateful for the opportunity to drive Zelda in a controlled challenging place. Other cars ranged from Z06 Corvettes, Tesla 3's, Mazda Miata's, Porsche boxster, Cadillac, Subaru WRX race car, Hondas to a 1924 Model T hot rod. A sleeper car was the 2007 Dodge Magnum R/T station wagon.

Kenny Goldie and the Redwood Sports Car Club did a great job of keeping the hill open to local traffic as much as possible. With 28 cars total and 14 cars each in the morning and afternoon run groups the hill was opened to local traffic about twice an hour. The staging area down at the Loggers Palace was great. The starting line was on a hill so it was a little hard on the clutch inching up to the line. One advantage of Korbelt is it's usually not as hot as Hoopa. Hoopa has less tire traction on hot afternoons.

I was pleasantly surprised that California Historical Marker # 164 "The Old Arrowhead Tree" is about halfway up the Korbelt hill. Native Americans from probably Yurok, Hupa and Wiyot tribes would shoot an arrow into the tree at certain times when they passed. Hay bales were placed around the base. It was hard to admire it much passing by at speed. I barely had time to glance at my tachometer while focusing on what was coming up. I was driving near redline by ear.

My work station both days was the Top of Hill soft closure

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Vince Malta's current 240Z

## Why do I own a Datsun?

My Z Journey began when I first started driving in 1974, so you might say that I am an early Z adopter. Our High School P.E. teacher doubled as our driving instructor, and while we were learning to drive Dodge Monaco Sedans, his daily driver was a 112 Yellow (Lime) '73 240z. I asked him what he thought of his car, and he responded: "It's the best car I have ever owned." That's all I needed to hear, and soon found myself at the local Daland Datsun dealership in Millbrae California. There on the lot was a '72 240z, 4-speed, white-on-red, with 33,000 miles on the clock. The dealer reluctantly took me out for a test drive and this 15-year-old was forever hooked. Great styling, smooth power delivery, a flawless gearbox and only two seats, which thankfully guaranteed that my car would NOT be chosen to endlessly cruise with my buddies on Friday's and Saturday's, usually ending with an interior filled with spilled drinks and food. That honor was reserved for Chevelle's and Trans Am's.

When did I acquire my Datsun 240z?

My current Z is a '72 240z, 4-speed, 110 Persimmon Red, white interior, acquired 5 years ago, with a California only history. I wanted a 1970's time machine that I can use as a weekend driver, with the operative word being "use", because in my humble opinion, Z's are meant to be driven. My car with 92,000 miles runs better than the 3-year-old Z I drove off the dealer lot back in 1974. It feels good to be back in the 70's, even if only on weekends.

Hope to see other Datsun owners on the road in the S.F. Bay Area.

Thanks,

Vince Malta

## Korbel Hillclimb

Continued from [page 9](#)

station. I guess I was up there to distract people with the 240Z and give them a heads up for the road closed barricades around the next corner. There was not much traffic and everybody was patient. One local named Austin showed up with his 1975 280Z to compare Z cars.

My 1<sup>st</sup> three run times on Saturday were about the same at 110 seconds and then I went faster by 2 seconds on my 4<sup>th</sup> run. I was peeking around the corners at speed until I was halfway familiar with the turns. The second day my best run time was 3 seconds faster than my first day at 105.478 seconds. I didn't know if I could improve much the second day. Corner numbers put out on the second day helped. This is a new hill to everybody. I think only 2 cars went off course with minor damage. The weather was clear and mild with some early low clouds.

Zelda has good handling and new tires but needs more power. I've been chasing a 2019 Subaru black BRZ. He had a time of 98.732 seconds compared to my dawdling 105.478 seconds while the Tesla 3 cranked out 78.689 seconds up the hill.

Kenny Goldie handled the award ceremony. He handed out several trophies for class wins which were a portion of large sawblades. Most people were the only one in their class. They handed out a smaller piece of saw blade as a trophy to us single class drivers. Everybody had fun and it was only a 15-minute drive home at the end of the day. Thanks to Total Image Embroidery for the event T-Shirt.

## ZONC Member Profiles Wanted

Let your fellow **ZONCERS** get to know you better! We're asking all members who would like to write a short profile about themselves and their car(s) to send it in.

You can write about the things you have done to your car, the **ZONC** events you like to attend, when you joined **ZONC**, and/or your hobbies other than **ZONC**.

Please hold your article to no more than one page.

Also include a picture of yourself and your car and send to the **ZNEWS** editor at:

[thebeard@sonic.net](mailto:thebeard@sonic.net)



## ZONC 2021 Car Show Sponsors

Nissan-USA

Z Car Garage

BRE - Brock Racing Enterprise

Cynthia Myers Glass

Coker Tires

Rock Auto

ZCCA - Z Car Club Association

La Guera Taco Truck

2021-2022 ZONC  
and Other Car Events

## November 2021

14 ZOOM ZONC Meeting

20 Calaveras Big Trees Fun Run (Sac Datsun)

## December 2021

04-05 24 Hours of Lemons- Sonoma Raceway

12 ZONC Fun Run

## January 2022

09 ZONC ZOOM Meeting

BUSINESS DISPLAY AD RATES FOR  
Z NEWS

	MONTHLY	6 MONTHS	YEARLY
Full Page	\$55	\$303	\$495
1/2 Page	\$35	\$184	\$315
1/4 Page	\$25	\$125	\$200
Bus. Card	\$15	\$68	\$90

## Autocross &amp; Hill Climb Websites

American Autocross Series

<http://www.americanautox.com/schedule>

SFR SCCA:

[www.sfrscca.org/autocross](http://www.sfrscca.org/autocross)Northwest Hill Climb Association  
(541) 772-7314<https://www.nhahillclimb.org>Redwood Sports Car Club Eureka  
(707) 441-1603[www.rsccl.net](http://www.rsccl.net)HAPPY NOVEMBER  
BIRTHDAYS...

Yolanda Atkinson

Howard Johnson

Marci Jenkins

Michael Jue

Kevin Nerona

Deborah Hogue-Pettus

William Whalen

A belated Happy Birthday to Vance Warren

*If you're not listed – it's because the Data Base  
Manager does not have your month of birth.  
And you're wished a Happy Birthday!*

## Z MART ADS

**Members:** no charge for nonbusiness ads*(include membership # with ad)***Nonmembers:** \$10.00 per ad or \$20.00 with photo.

Please send via email with photos, if possible

(.gif or .jpg of 100 to 150 KB in size) to:

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Ads run for two months (unless you tell me to remove it  
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inclusion in the next issue.*

Please make check or money order payable to: **ZONC.**

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[WWW.ZONC.ORG](http://WWW.ZONC.ORG)

*ZONC is a non-charitable, domestic nonprofit corporation formed in 1976, club formed in 1972*

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