



# The Odometer

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-Colorado's Meeting Place for All Datsun/Nissan Enthusiasts-

DATSUN

The Official Newsletter of the Z Car Club of  
Colorado  
Established 1983

NISSAN

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## CHRISTMAS PARTY DATE SET "discounts for members"

by Ron Gardner

This years Christmas Party will be held on **Saturday, December 3rd from 6-9pm** at the Homestead Golf Course located at 11500 W. Hampden Ave., Lakewood, CO. The food will be a combination of hot and cold hors d' oeuvres along with coffee and tea. **Cost is \$16.00 per person. The Club Board has approved a \$5.00 discount (net cost, \$11.00) for Club members (not guests) that get their reservations in by November 21st.** Reservations are now being accepted. You can mail them to:

**Ron Gardner**

**8692 S. Ault Ln.**

**Morrison, CO. 80465-2447**

OR, I'll accept reservations during any of the meetings and events held between now and **November 30th.** (Continued on page 1 ).

## ZCCC Banquet October 8 by Editor

If you have forgotten to send your banquet registration form, do it **NOW!** The cutoff is September 28<sup>th</sup>. Call JoAnn for details (See General Information).



When it's Time...it's Tynan's

**Tynan Town the Official Sponsor of The Z Car Club of Colorado**

**Z Car Club of Colorado**

## **Tynan's Town's member specials**

**By Jay Kettering**

- 6 Cylinder Platinum tune-up \$154.99
- Free on the road package BG MOA & MI 3000 additives with 4 month 4000 mile Roadside assistance (flat tire, out of gas, lock key in car, towing up to \$75, jump-start.
- Cooling system flush for \$84.00 plus tax \*
- Radiator drain & fill for \$46.00 plus tax \*
- Free engine timing belt with timing belt replacement service\*\*
- AC system performance check up to 1 pound of Freon, \$99.99 plus tax
- Alignment any car, \$59.99

\* These are discounted prices & 20% discount does not apply.

\*\* Some restrictions apply

**ZCCC Members must show current membership card.**

**See** Jay Kettering, your Z-VIP Service Representative, for details

**See** Mike Alderton, call Service Manager

**See** David Van Oman, your Z VIP Sales Representative

**"Order you're Z today!"**

**303-341-3471**

**Tynan Town**

**780 South Havana**

**Aurora, CO**

## **John Bilodeau's Prez's Letter**

Well, my first term as Z-Club President has been completed. The year went by a lot faster than I realized. That probably has to do more with my age more than anything else. Here we are looking at our Annual Banquet in a couple of weeks.

The Z-Club also wants to give Tynan's Nissan a big round of applause for hosting our annual Shine and Show. The Club is fortunate to have such a great sponsor. What a great day to enjoy all the different vintage Z's on display. Thanks for the great cookout and all the wonderful door prizes furnished by Tynan's.

I cannot close out the year without complimenting the great work performed by my fellow Board Members. I have to say, that from my

perspective we have had not only the largest number of events that I can remember since I have been with the Club, but also the variety of events sponsored and hosted by the Club membership. Patty Troxell performed her VP duties magnificently. She kept track of the calendar of events and membership points and authored numerous articles for the Odometer to keep us all informed of upcoming activities and events. She also hosted several events. You have to give a lot of credit to Larry Troxell as well. Larry, our Public Relations Board Member kept track of the Club's discount list. He also performed a much-needed audit to update it and purge those companies no longer wanting to participate. Larry also hosted our Mystery Drive, which was a huge success.

I am sure Chris Abrue is breathing a big sigh of relief now that the Odometer duties have come to an end. Since Chris lives in Colorado Springs and cannot attend the majority of events, the rest of the Club probably failed to realize the enormous contribution he made. Not only did he keep the rest of the Club informed of events through the newsletter, he managed the Tynan's' advertising as well as other personal ads published in the Odometer. I think the Club owes Chris and Vivian a tremendous "thank you" for all their efforts.



What can you say about the unglamorous job of Board Secretary? Taking notes of Board and general meetings is a lot more work than most people realize. Ira Sanders performed this job superbly even though he did announce at last month's general meeting that yes, Tammy does help out. Without Ira's constant attention to details (he

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is an attorney you know) the Club could have gone off on some wild tangent. I don't know if that would have been good or bad, but either way Ira kept the Club on track during the year.

In addition to the Troxells, the Club also had another husband and wife team on the Board i.e. Larry Brooks as Treasurer and Donna Brooks as Membership coordinator. Think about it, how can any Club function without someone keeping track of the money and paying the bills as well as keeping up to date on its membership? Keeping track of these two functions is no small order and the Club is lucky the Brook's were there to perform these two jobs in a truly professional manner.

The Club also has to give a big round of applause to JoAnn Sainz-Dean in her duties as Inter-Club Liaison. In many ways, this job is a behind the scene job, but one that is important because the Z-Club needs to interact and keep up to date on other club's activities. In addition, JoAnn has coordinated the 2004 and 2005 Annual Banquets. Thanks for all your efforts.

Unfortunately, you cannot thank everyone individually because there are way too many people who contributed greatly in 2005. But because of the demise of 2<sup>nd</sup> Creek I have to acknowledge the work of the "Track Committee" not only for 2005 but also for past years. People like Gary and Pam Brackens, Roy Davis, Walt Caron, Mike Goddard, Dick Spear, Dave Daniels and many others worked and coordinated these track events for many years. Without the track events, the Club's financial position would not be what it is today. For those of you that actually drove at 2<sup>nd</sup> Creek, you had the chance to let your Z perform like at no other time. What a real treat! Thanks to the rest of the other members who hosted

and/or participated in the various 2005 Z-Clubs events. It's been a fun year.

Just a reminder, the Annual Banquet will take the place of our normal October general meeting so the next general meeting at Brooklyn's will be Wednesday November 2, 2005.

## Minutes of General Club Meeting for September 7, 2005

by Ira Sanders

New Members: Brett Huldaway, and Carrie. 1970, 1972, 2 – 1973's and 1986 300ZX.

Doug Spaulding: 1970 240Z.

Treasurer Report by Larry Brooks: \$13,609.72 in Checking. We had a positive cash flow of \$1304.09 in August 2005. The CD has been reinvested @ about 3%. We made \$20 on the State Patrol track event. It was VERY hot that day.

Membership Report by Donna Brooks: We have 203 members.

Interclub Report by Jo Ann Sainz-Dean: We had 24 Z's and some vintage cars on August 20 at the

Shine and Show at Better Bodies. There was an explanation about registering early for the Banquet on October 8 and getting \$5 off the price for each member. Secretary Report by Ira Sanders: Minutes for

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August meeting were adopted.

Public Relations Report by Larry Troxell: Zippo.

Apparently no one is mad at us.

Vice President Report by Patty Troxell: Patty has bought the Active Member prizes.

President Report by John Bilodeau: 8 New radios were purchased for the club by Mike Goddard for

\$238.05. He got Motorola's for a discount price at Dick's Sporting Goods. (They worked well at the 9/10 Track Event.) The old Cobra's were in bad shape. The new ones are rechargeable with a 10 mile range.

The Bishop's Castle drive organized by Nate and Cheryle Derman was a great time.

We have 12 signed up for 2<sup>nd</sup> Creek on 9/10. We need more. (We got about 43.)

The new Sutton/Centrix track planned for Watkins is going well as the zoning is moving along as Dick Spear reported at the Board Meeting.

Ron Gardner: The Budweiser Tour was a great success with 20 cars making the drive and meeting 2 more cars in Ft. Collins. The drive went NE on Interstate 76 to Ft. Morgan and then north to HWY 14 and west to Ft. Collins. We had lunch in Ft. Collins and then the brewery tour. Free beer (2 anyway) after the tour.

The Christmas Party will be at the Homestead Golf Course on December 3, 2005, with hot and cold hor d'erves (I can't spell it) and cash bar for \$16 per person. There will be a \$5 discount for members who register early. Details to follow in the Odometer. Homestead is on the Hampden frontage road west of Kipling.

Mike Goddard: The National Convention in Syracuse, NY was excellent. We need a great turnout for the Tynan's Shine and Show on September 17. There will be ample door prizes. (We got the biggest turnout for any event EVER. There were 50+ cars @ Tynan's. We overwhelmed them)

Stan Paprocki: The Palisade Wine Tour is set for September 24 and 25 with rooms reserved at the La Quinta Inn.

Debbie Carlson: There will be a Chile Dump at the Carlson's on October 22. See the article in the Odometer.

Tammy Sanders: Dinner and holiday shopping on Georgetown on December 11. Details later in Odometer.

There was an election for Interclub Liaison between the incumbent, Jo Ann Sainz-Dean and the soon to be ex-secretary, Ira Sanders. Sanders won and will be the new Interclub Liaison. Ron Gardner thought he was cute when he asked the nominees to

give a brief campaign speech. Thanks Ron. The rest of the slate was adopted. There was \$101 in the 50/50.

## Membership By Donna Brooks

### Going-Going-Gone

**September** - Daniel Bailin, Philip Bolduc, Michael & Janet Cline, Mike Goddard, Steve Gorbet, Bob Lederer, Terri Seader

**October** - Dwight Anderson, Reg Archer, Steven & Charlie Bernstein, Larry & Donna Brooks, Sam Cordovano, Margo & James Crosby, Dean & Tracy Dowson, Robyn Owens, Ron TenEyck, Janice Woods

**November** - James Bradley, David & Jackie Dinkel, Bobby & Cher Givens, Greg Miller, Andy Mortenson, Carlos Tamayo, Dennis Vanderhoof

**Returning Members** - None.

**Referrals Z Bucks** - Ben Millsbaugh for Brad Rohrer, Ira Sanders for Lance K. Vogan

### New Members for August & September -

Brad Rohrer, Golden, 2005 350Z, Douglas Spalding, Denver, 1971 240Z, Doris Shriver, Denver, 1982 280ZX, Lance K. Vogan, Pueblo, 1992 300ZX, Brett Holdaway, Arvada, 1972 240Z

**October's Birthday** - Richard Amell, James Bradley, Nick Busheff, Fred Callender, Jason Hastings, Joel L. Mowers, David Muramoto, Zac Newell, Tim O'Connor, Nancy O'Shea, Marilyn Slayton, Sterling Stumpf, Bob Thall, Stayton (Duke) Todd, Tina Vargo, Laura Wagner

## MEMBERSHIP DIRECTORY INFO

New membership directories are being printed. They will be mailed to members who joined the club after June 2005. Printing costs prohibit us from mailing a new directory to all members. If you wish to receive a current directory via e-mail, I would be happy to forward one to you.

Please e-mail Donna Brooks at

[landbrooks@msn.com](mailto:landbrooks@msn.com).

## CHRISTMAS PARTY DATE SET

(Continued from page 1) Reservations received after **November 21st must be at the full \$16.00 per person price and none can be made after November 30th.** Sorry to be so structured but handling reservations in this manner assures that there will be ample food for everyone attending the party.

A cash bar will be open the entire evening for those interested in beverages other than coffee and tea.

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## Chili Dump by Debbie Carlson (Continued from page 12).

Driving directions: From the West and North – Use whatever combination of I-25, 225, C470, E470 and Lincoln Avenue you choose to reach the town of Parker. From either E470 or Lincoln Avenue, proceed south along Parker Road. Approximately 6 miles south of Mainstreet, you will come to the intersection of Parker Road and Bayou Gulch Road (this is the second intersection south of Pinery North). Ponderosa High School is on your left. Turn left and follow Bayou Gulch Road east for 3 miles. At

Bayou Hills Road turn left (can't turn right) and go north ¼ mile. We are the yellow brick house with the green door on your right. You can park in the circle drive, the garage pad or in the field.

Address: 9759 E Bayou Hills Lane. Phone: 303-841-4066.

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## Inter-Club Car Show at Better Bodies Fitness Center in Lakewood. By JoAnn Sainz-Dean

The weather was perfect! We had a lot of Z's (but of course we would!) We also had a couple of Corvette's, some Hot Rods, Classic's, Chevrolet's, & several others. However, the car that seemed to get a lot of attention was...A Silver GT Infinity, which of course is one of our very own Z Car Club member's other car. Everyone had a good time enjoying the cars & each other's company & we were done just before the rain came. Thanks to everyone who helped & participated!

A wonderful turn out it was!

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## Pics of Second Creeks-Lots! Submitted by Darrel Hoffman

Here is a link to all the pics, over 400, so dial up is not an option. All pics courtesy of James Slaten/ sam/zluster on got-z.com at

<http://www.colorado4wheel.com/track.html>

and for a 5 pic gif of my weed control program. gif courtesy of barracuda on got-z

<http://www.colorado4wheel.com/images/trackresized/darrelslides.gif>



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## FORT COLLINS/BUDWEISER BREWERY

## TOUR "over 300 miles" Wow! by RON GARDNER

A combined total of 33 members and guests in 20 cars (19 - Z's, 1 - 240SX and 1 - Porsche) made the trip to Fort Collins via the Eastern Plains of Colorado on Sunday, August 21st. The drive, including a stop in Fort Morgan, took a little over three hours. Following lunch at the BACKPORCH restaurant, the group enjoyed a very informative

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tour of the Budweiser brewery. The last stop of it was the tasting room. The timing could not have been better as most were ready to enjoy a beverage before the drive back to Denver. The round trip was in excess of 300 miles allowing the Z's (from 240's to 350's) to get plenty of exercise.

The success of this years sets the stage for doing a repeat in 2006.

## Bishop Castle Tour by Chris Abrue

This was my second trip to the castle, but this was my first drive driving my Z. A lot of fun turns and switch backs that included elbowing from my wife, Vivian, letting me know it was time to slow down! At Apple Bees (where we had lunch in Pueblo) other members' wives were concerned at what a great time their drivers were having, (ha, ha).

Included are a few pics of members in front of the castle. You may notice our president is in the "Prez letter" sitting in a very large chair in front of the castle. Pics by Nate Derman & Chris Abrue.



## GENERAL INFORMATION

**Meeting:** 7:00 PM, 1<sup>st</sup> Wednesday of every month at Brooklyn's Saloon and Steakhouse located at 2644 W. Colfax Avenue in Denver

**Mailing Address:**

**Z Car Club of Colorado**

**P.O. Box 260078**

**Lakewood, CO 80226-0078**

**Telephone: 303-333.8919**

**Internet: [www.zccc.org](http://www.zccc.org)**

**Email: [zccc@yahoo.com](mailto:zccc@yahoo.com)**

**FAX: Not available at this time**

**Dues** (All for 12 months) Single Membership \$35,  
Family \$45, Corporate \$50

### **2004-2005 Elected Officers (Board)**

**President:** John Bilodeau, home-303-697-0837,  
office-303-254.3318, [jbilodeau@tristategt.org](mailto:jbilodeau@tristategt.org)

**Z Car Club of Colorado**

**Vice-President:** Patty Troxell, rtcats@juno.com, 303 514-4301 and 303 579-3572.

**Secretary:** Ira Sanders, 303 278 7172, greatauk@msn.com

**Treasurer:** Larry Brooks, 303.773.1904, landbrooks@msn.com

**Public Relations:** Larry Troxell, 303.579.3572, rtcats@juno.com

**Inter-Club Liaison:** JoAnn Sainz-Dean, 303.985.9296, jsainzdean@yahoo.com

**Odometer Editor:** Chris Abrue, 719.393.1852 cabrue@earthlink.net

**Membership:** Donna Brooks, 303.773.1904, landbrooks@msn.com

### Appointed Positions

**Sponsorship Liaison between Tynan's & ZCCC:** Michael Goddard

**Welcoming Host: Vacant**

**ZCCA Representative:** Michael Goddard, 303.988.7859\_goddardzoo@msn.com

**Sergeant at Arms:** Michael Goddard, 303.988.7859 goddardzoo@msn.com

**Concessions:** Roy Davis, 303.979.071, rddavis@ibr8w80.usbr.gov

**Historian:** Mike Goddard, 303.988.7859 zquicky@msn.com

**Motorsport:** Dick Spear, 970.532.3215

**Concours:** Dick Spear, 970.532.3215

**Webmaster:** Walt Caron, 303.365.9177, webmaster@zccc.org & Carlos Tamayo. Carlos e-mail is ctamayo80241@yahoo.com

### Articles & Z Trader

The *Odometer* is the official publication of ZCCC, and is published monthly. Articles and their content are the responsibility of the author, and the ZCCC assumes no liability for action taken because of information contained herein. The ZCCC does not endorse any corporate or member advertising. Inquiries or comments concerning the *Odometer* should be directed to the Editor, Z Car Club of Colorado, P.O. Box 260078, Lakewood, CO 80226-0078, or telephone 303.988.8570. Articles and advertisements to be considered for publication should be sent to the Editor, Chris Abrue at cabrue@earthlink.net. **Deadline for publication is the 19<sup>th</sup> of each month, unless otherwise stated in *The Odometer*.** The Editor reserves the right to refuse publication of any articles due to content inimical to the best interest of the Z Car Club of Colorado, unavailability of space, or lateness.

## Z Trader Cars & Parts

To view Zs for sale in color, go to [www.zccc.org](http://www.zccc.org), and click Odometer (Note. You must have Adobe reader).

**S30 artwork prints** are available upon request. These are a signed limited edition run. For more information on the prints and purchase information please go to [www.smithautomotiveartwork.com](http://www.smithautomotiveartwork.com) and contact me at [jim@smithautomotiveartwork.com](mailto:jim@smithautomotiveartwork.com) or call Jim at 303-564-5502. Please allow one week after purchase to receive a print due to printing time. These pencil drawings have been made prints through the process of *giclée*. The *giclée* printing process involves squirting microscopic dots of ink onto fine quality paper. The inks are actually absorbed slightly and blend to create fine art reproductions that are often indistinguishable from the originals. The artwork is printed on 250 gram, 100% cotton rag, acid-free, fine art paper that will hold it's true color and vibrancy for more than a lifetime. **Prints are 11x14 for framing and are \$35+\$5 for shipping=\$40 total.** (Last posted month October).



## Advertising Information

### For members

Free ads.

Send a clear photo that must be submitted at the same time the Ad/picture is submitted. Ads/picture should be submitted by email to the Editor at

**cabrue@earthlink.net, mailed (see address below).**

**Call me with questions at 719-393-1852.** Ads will be in

upper and lower case lettering. Ads posting is for 3 months. Resubmit as necessary.

**Go to [www.zccc.org](http://www.zccc.org), and click Odometer for examples of ads.**

### For non members

Picture and Ad Full Page: \$100, Half Page \$60, Quarter Page \$35 per ad for 3 months. Ad only/no picture: \$5 for 3 months. Send the Ad/picture and a check (payable to ZCCC) and mail (or email above) to Chris Abrue, 7990 Woody Creek Dr., Colorado Springs, CO 80911. Ad must be received by the 19th of the month. Email or mail the Ad/picture and Chris will hold the Ad pending receipt of the check.

## Modifications to New 350Z by Owners by Jeff Wisener. 350Z Editor, Sport Z Magazine

**(Odometer Editor's note. This is the last of the article. See previous Odometers for the entire article).**

7. Drive train/Engine modifications: I listed this category towards the end for good reason. The first reason you should be getting use to your car in stock form and learning its limits before adding hp. I felt I need to add hp to my Z the very first day I drove it off the dealer lot. Not until I took it to a track did I realize the full capabilities of my 350Z. I found that while I was driving it, the main performance modification needed to be modified was me, being the driver learning how to drive it to its full potential. Honestly, if you care anything about performance, you should take your Z to the track. No matter how aggressive you drive on the street, driving it on a track allows you to push it much harder and in a safe environment. Besides that, it is a blast to do.

There are new options in this group being released almost daily. Just in this month alone (November 2003), the Vortec SC is being released; the Greddy TT is now taking new orders. Several other SC and TT kits are scheduled to be released within 1-2 months. Waiting a little bit to add other modifications is not a bad idea. Let's go over the options:

NOS: Do you want cheap HP and your desire is to beat that Mustang next to you? NOS is an option you should consider. Some people dislike

it but no one can disagree that it adds hp for short bursts and does it cheaply.

NA: Some people think real engines are Naturally Aspired (NA). For those people, NOS is just flat cheating and SC and TT cars are better but have limitations. Every one of these options has pros and cons or there would only be one option. Here are the pros/cons of NA: SC and TT may have a tendency to run hotter. There is a question of reliability when you FI a motor. The 350Z VQ motor was designed as a high compression motor yet FI motors run optimally as low compression. With a NA motor, you do not have the "turbo lag" often found on TT. This turbo lag can be an enemy on the track. Most people that decide to add hp by NA often state it as being more dependable and predictable on a track. The negative is cost. Expect to spend approximately \$5000 to add 50-60 hp. In addition, as soon as you add cams, your motor warranty is void, even if it is a NISMO cam because the NISMO cams are type R which is for racing thus no warranty as compared to type S which are for street and maintain the factory warranty. Typical NA mods include exhaust and headers, cams, pulleys, air intakes, and plenum. Remember, don't add a plenum and then decide to get a Dream Workes or Stillen supercharger because you will simply be taking off the plenum you just purchased. You got to make up your mind if you are going NA, SC, or TT before you begin modifying your motor unless you like wasting money.

Superchargers: There are two types of FI, Superchargers (SC) and turbos which are most often twin turbos (TT) on 350Z's. A lot of debate is covered on various threads concerning advantages and disadvantages of SC vs. TT. Some people tend to be very pro – supercharger and others are pro TT. I will try to be as objective as possible but I am sure my opinion will differ from others.

Supercharger kits typically run about \$4800-\$6000 + installation takes anywhere from 8-20 hours labor depending on the kit thus figure at least another \$1000 in labor to install. All of the kits either come with an intercooler (IC) or can be added as an option to the base kit. I strongly suggest you get the IC since it keeps the motor running cooler and cooling is a major issue for any FI motor.

The two most common types of SC used on

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the Z are the centrifugal SC and the Root type SC.

The ATI Procharger and Vortec SC are the most popular centrifugal SC available currently. Both of these kits put out approximately 350-370 rear wheel hp (RWHP) at 7 psi of boost. Adding the approximate 17% loss from the crank to the wheels, that would equal about 409 to 432 rwhp. This is a significant jump over the 287 crank hp (approximately 230-245 rwhp found on a stock 350Z). Both of these kits void the engine warranty by Nissan unless you can find a dealer that will sell you them installed on the car when it is new. The significant difference between the centrifugal SC and the root is the centrifugal SC does not have full boost until you reach higher rpm's. To be simplistic, a centrifugal SC has 1 psi of boost per 1000rpm being the peak boost is 7 psi. Boost increases hp thus a centrifugal SC really kicks in when it is above 4500 rpm since it is then approaching full boost/ peak hp.

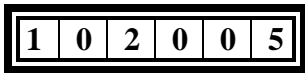
The other type of SC is the root. The only current root SC available is made by Stillen. Dream Workes (DW) is scheduled to release a root type SC in January of 2004. The root blower is position on top of the motor as compared to the centrifugal SC that is located off to the side of the motor. The Stillen SC sets so high on top of the motor that to install it, the strut brace has to be removed reducing handling and the hood has to be cut out and a scoop added or an entire hood has to be installed. The soon to be released DW SC is designed to use the stock hood and maintain the strut. Both of these root type SC have full boost at low to high rpm thus more low end grunt. These SC kits tend to put out less peak hp by approximately 20-30hp but advocates of the root type blower will say that the root SC provides you with more power where you need it rather than a little more hp right before you shift. The Stillen SC will provide you with an engine warranty if you do not boost it over 5.5 psi but then you will be putting out approximately the same hp as a built NA motor. DW plans on offering their SC with 400 crank hp (approximately 330 rwhp) with a full drive train warranty and be the first to offer CARB legal installation which means that owners in California can pass smog with their SC Z's. In addition, they plan on having upgrades to further increase hp but the warranty will be voided.

Stillen has just released an IC for their Sc kit which creates more hp. the warranty would be void with this set up so it comes down to hp vs risk level. that is a choice you must make based on your needs and comfort level.

With all of these FI kits, tuning and boost seem to be critical issues related to reliability. I cannot stress enough that you should get an experienced tuner to install these kits. Before doing that, you should read hours and hours of posts and anything else you can get your hands on before selecting a kit and an installer. Do your research and ask a lot of questions before you decide on a kit. If you raise the boost, most of these SC kits have the capability to exceed 500hp. The other side of the coin is if you raise the boost, are you keeping within the specifications of the kit your purchased? Even adding a simple additional modification might cause problems with a FI kit. Be sure to talk in detail to the manufacture and installer before doing anything. Something you might think is ok to do might not be ok and cost you thousands of dollars to repair. As with turbos, I strong suggest that if you exceed 7psi of boost, you consider modifying your pistons, rods etc to maintain durability.

Twin Turbos: for the person that wishes to build the ultimate hp capable in the VQ, the TT is their most likely choice. Boost can be modified on a SC by changing the pulley but it is simpler and quicker in the TT. You simply dial it in sitting in the driver seat. The two most commonly discussed TT kits currently are the Greddy TT and Power Enterprise TT (PE). Both of these kits cost approximately \$7-8000 and then installation needs to be added to that cost. The TT has the potential to exceed 800hp. Before you dream of just turning up the boost to get those numbers, strongly consider building the internal portion of your motor to accommodate that power output. You better know what you are doing if you are putting out this much hp. An improperly tuned motor putting out this much hp is a time bomb waiting to explode.

Since all of these SC and TT kits have either been just out a couple of months or not even out yet, the reliability of these kits are not proven to MY personal satisfaction. Large debates over how much boost can be given to each kit goes on daily. To be blunt, everyone has their opinion but the fact is no



one knows what is a safe level of boost yet. Motors will be blown up defining those limits. Some argue the VQ is extremely limited in the amount of boost it can take, others feel it is a question of proper tuning and once tuners get a better handle on the ECU (car computer) and can control the fuel management, they will be able to safely increase boost to higher levels.

Because of the introduction of new kits monthly and the issues of safe boost and tuning, I again caution you to modify your wheels, tires, stereo, and suspension first until these issues are resolved. If you know more than me and feel comfortable doing it now, then that is fine as long as you know enough to make an educated choice with your money. A lot of people will tell you to go for it, that is easy to do when it is you taking the risk with your money. In my opinion, if you want only 400 – 435 crank hp and you are on a budget, the SC kit might be a wise choice. If you are desiring the ability to exceed 500hp with unlimited options in tuning, the TT kit may be a better choice for you assuming you can afford it.

8. ECU: Several companies are working on improving the ECU. It is set from Nissan at safe levels for availability of gas (91 octane or higher) and different climates and altitudes. Nissan sets the ECU to safe limits for all of its owner's not maximum hp output for car enthusiasts like many of us on this site. People that modify their cars for maximum hp tend to want to push those margins of safety closer to the limits of what are considered safe for most consumers. You can expect modest hp gains from an ECU being reprogrammed on a stock Z. An ECU preprogrammed for a FI or built NA motor will most likely result in higher hp gains than stock. Companies such as Techno Square (TS) are currently reprogramming ECU's now. I am sure other companies will enter this market soon.

9. Other drive train modifications: After adding 100hp by FI to your motor, you will most likely be forced to replace the clutch to be able to accommodate that power. In addition, some like a lighter flywheel instead of stock. The bottom line is your 350Z was designed to accommodate 287 crank hp. The more hp you add, the greater strain you are adding to your entire drive train. The fact is, the

weakest link breaks thus if you are putting out additional 100 hp and rev your motor to 3000rpm and drop the clutch, something might break since it was not designed to handle that power.

I hope this helps you. I tried to be specific enough to give you a basic idea of options you have in modifying your 350Z. Of course, I did not get too specific assuming you need to do some research on your own.

I know there are many experienced individuals that have more experience in modifying cars on this website than myself. They can add suggestions to this post and even disagree if they like with portions of what I have written. The intent was to provide a new 350Z owner with a basic understanding of what can be done to modify their 350Z with the hope of doing so without regret in their decisions. This thread was not written to debate with experienced 350Z owners over fine details of modifications. The other threads within my350z.com cover those issues better.

The best answer I have read regarding why you should modify your 350Z is because you are enjoying doing so. There will always be a faster car than a 350Z be it a M3, Vette, Viper, or a number of supercars on the market. I always wanted a 300TT Z but could not afford it at the time. Now, I can afford a Z so I am doing what I dreamed of doing years ago. Z06 Vettes and 911TT are awesome but that is not my dream. Maybe the cost of those cars new is just more than I want to expend? If I can build a 350Z and it performs close to the performance of those cars, I will be happy. The more I modify my Z, the more it reflects my personality and tastes. Some guys like blonds, others redheads. I guess some guys are muscle car types and me, I am a Z type guy. It is all personal taste. That is why some of us have CS, SS, while others have brickyards. Is one better than the other? To me no, but one is better for someones personal taste.

I have been recently been hired by SportZ magazine (months after I first posted this thread). With this new position come the opportunity to provide articles that will give Z owners another source for information in selecting aftermarket products through comparing products in tests that measure their performance. I am sure these

comparisons will not show clear "winners" all the time since selecting a product must be defined by what you personally want it to do. When selecting an exhaust, are you looking for sound quality, hp gains, torque gains, warranty, or appearance? If warranty is your top objective, a certain exhaust might be the winner in your opinion as compared to hp gain or even weight of the exhaust.

The brief overview I gave on this thread cannot replace your own research. If I am able, I will do my best to influence SportZ magazine to

create more comparisons much like the exhaust shoot out they wrote.

I am done, now you know briefly the basics I have learned from hours spent on my350z.com .

Good luck and enjoy your 350Z be it stock or modded.

Jeff Wisener

350Z Editor, Sport Z Magazine

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<http://www.my350z.com/albums/albup70/ach.jpg>

## The Discount List updated Tuesday, October 04, 2005

The following is a list of businesses that offer discounts on goods and/or services to ZCCC members. Don't forget to tell your contact your are a ZCCC member and have your membership number ready before ordering - in case it is requested. Please tell them thanks for being a ZCCC supporter. . Businesses and discounts are updated periodically. If you find a discrepancy, please notify the President..

COMPANY	ADDRESS	SERVICES	CONTACT	PHONE	DISCOUNT
Boulder Nissan	2285 28th Street, Boulder, CO 80301	Z Parts Only	Eric Stockton Present Card	303.443.8110	20%
		Service		303.443.8110	10%
Bud's Muffler	1010 Santa Fe Drive, Denver, CO 80204	Parts	Mike, ken, Jeff	303.629.0934	15%
Courtesy Nissan	1777 N. Central Expressway, Richardson, TX 75080	Parts	Mat	800.527.1909	20%
Dent Clinic	658 Simms Street, Golden, CO 80401	Dent Repair	Rick or Tony	303.234.1948	10%
Elite Auto Glass	All Front Range Locations - 16 Stores, call for Nearest location	Windshield No labor charge	George	303.817.1777	75%
		Tempered Glass No labor charge			68%
Empire Lakewood Nissan	10345 West Colfax, Lakewood, CO 80215	Auto Parts	John Von Tilius	303.232.8111	15%
		Labor	Bob S.		10%
Fortunate WheelZ	11190 West Alameda across from the Federal Center Must present ZCCC Membership card at drop-off	Labor	Bob	303.798.9822	\$75 @ hr
		Parts			15%
Import Parts Warehouse	501 Kalamath, Denver, CO 80204	Auto Parts	Sales Dept	303.825.2000	Varies by product
Mark's Auto Works	472 Laredo, Unit L, Aurora, CO 80011	Z Labor	Mark	303.361.6275	20%
Motorsport Auto	1139 West Collins Avenue, Orange, CA 92867	Auto Parts	Anyone Answering	800.633.6331	10%
Nissan of Scottsdale	7000 E. McDowell, Scottsdale, AZ 85257	Parts	Joe Ramierz	480.994.0301	20%
Peak Nissan	5077 S. Wadsworth, Littleton, CO 80123	Parts	Nicole	303.904.7700	20%
Sears	All stores in Colorado and several other western states	All automotive accessories, including ties, batteries & services performed	Dan Turner, 10785 W. Colfax Ave, Lakewood	303.235.6250	Commercial discount price
Tynan's Nissan	780 South Havana, Aurora, CO 80012	Nissan Parts	Byron/Gary	303.341.7330	20%
		Labor	Daryl	303.341.7330	20%
Tynan's Nissan	5811 South College Avenue, Ft. Collins, CO 80525	Nissan Parts	Scott	970.226.3757	20%
		Service		303.571.1455	20%
Valley Nissan	1005 Florida Avenue, Longmont, CO 80501	Parts	Roy	303.443.5009	15%
		Service	Mike	303.443.5009	15%



Z Car Club of Colorado  
P.O. Box 260078  
Lakewood, CO 80226-0078  
303-333-8919



## Chili Dump “beautifully simple” by Debbie Carlson

We have had good response on the sign-up sheet with those wishing to attend. If you haven’t had a chance to RSVP for this event, please call the home phone number listed below or contact me at the banquet.

The **date is October 22, 2005, starting around 4pm**. The location is the Carlson “ranch”, 10 minutes southeast of Parker. Exact apparel will depend on the day, but be sure to have jeans and sweatshirts for when the sun goes down. We are normally 6 degrees cooler than in town. The house will be open to those averse to sitting outside or in case of inclement weather. **IF YOU HAVE FOLDING CAMP CHAIRS, PLEASE BRING A COUPLE.**

The concept of the chili dump is beautifully simple. It is precisely opposite of the chili cook-off, where each version is showcased individually. The chili dump, in true “stone soup” tradition, calls for each family unit to donate a two-to-four person portion of their favorite chili recipe to the pot. Some are sweeter, hotter, meatier, etc. but the result is usually pleasing to all. In addition, attendees will provide an assortment of appetizers, side dishes and desserts. Your hosts will provide coffee, tea, and the various condiments that accompany chili. The Club will provide soft drinks, cutlery and paper ware. As we wind up the evening, you know how much chili you brought and how much you ate, so take some home. (Continued on Page 5).



## Up Coming Events

- \* October 8, Saturday, 6 pm, **Annual Banquet** (Note: No General Meeting in October, because of banquet)
- \* October 19, Wednesday, late evening, **112005 The Odometer Cutoff**
- \* October 22, Saturday, 4 pm, **Chili Dump**
- \* November 2, Wednesday, 7 pm, **General Meeting**
- \* December 3, Saturday, 6-9pm **Christmas Party** at Homestead Golf Course