



The NWDELetter

Northwest Datsun Enthusiasts

May 2013





2013 Officers & Contact Information

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Who are we? Northwest Datsun Enthusiasts (NWDE—pronounced ‘nude’) is an organization dedicated to the preservation and enjoyment of all Datsun/Nissan vehicles. We meet monthly (except December), and try to schedule automotive/social activities on a monthly basis (see Calendar of Upcoming events). We are members of the Western Washington Sports Car Council (WWSCC). NWDE is not affiliated with Nissan Motor Company, Ltd.

Got News? Please email it to news@nwde.org

Cover: Vice-presidential Lorry: King Jack's Cab.



Up-Coming Events

May 2013

- 17 NWDE general meeting (see inside back cover)
- 17-19 2nd Annual Datsun Matsuri show in Kelowna, BC

June 2013

- 1-2 Spokane Historic Races, Spokane County Raceway
- 8-9 DatsunsNW car show in Canby, OR
- 17 NWDE general meeting (see inside back cover)
- 29 Greenwood Car Show in Seattle, WA

July 2013

- 5-7 Pacific NW Historics, Pacific Raceways in Kent, WA
- 12-13 Roadster Show, Shasta. CA

August 2013

- 11 Blue Lake Datsun show in Portland, OR
- 17 Shedd Roadster BBQ. Shedd OR
- 18 Vancouver All Nissan Meet in Vancouver, BC

September 2013

- 7 (tentative date) Olympia Nissan car show in Olympia, WA
- 28 Japanese Classic Car Show in Long Beach, CA

Minutes

NWDE Meeting Minutes April 19, 2013

Meeting phoned-in to order by Tana at 7:30pm

ATTENDEES: David Gonzales, Don Anderson & Sandi Tiffany, Jack Kampa, Gordon Glasgow, Pete Peters, Dave Firestone, Roger Sawyer, Doug Brown, Ted Heaton, and new member Antonio Casila.

TREASURER'S REPORT: Current balance: \$4521.45. Pete will email the few folks who haven't renewed their membership for 2013.



Meeting minutes (continued)

WWSCC REPORT: The TorqueSteerers' events held at Emerald Downs were very successful. Over 150 entrants per day, the most at any WWW event in quite a while. Lots of folks would like more events at this location since it's a lot closer than Sanderson Field in Shelton. Unfortunately, autocross events can only be held outside the April-September horse racing season. Site rental is also more expensive. Pete will investigate feasibility of shifting the NWDE event to Emerald Downs.

OTHER ITEMS:

- * Jack raised concern about Tana's medical condition. Jack and others will be visiting Tana over the next several weeks. Dave F, suggested helping Tana sell her roadster. First thing would be changing the clutch. A number of folks were interested.
- * Jack provided sign-up forms and information on the Greenwood Car Show (Saturday, June 29). He also made a motion to reimburse members the event fee if they show up, same as last year. Motion was amended to include the SOVREN Pacific NW Historics (July 5-7). Motion passed.
- * Jack then brought up reimbursing members for other events provided they're promoting the club. This created much discussion. Highlights:
 - ◇ What events would qualify for reimbursement? Geographical boundaries; Puget Sound? Washington? the entire Pacific NW?
 - ◇ How to promote NWDE? Reminder that we do have NWDE Greeting Cards available from Pete.
 - ◇ Why join NWDE? What is the club "about?" Just Datsuns? All Nissans or just those prior to a certain year? What about Infiniti? Gordon gave a brief history of the club beginnings to where it is now.
 - ◇ DROPS and Ratsun "successful" because many folks just want to get together to share information, assist others, and look at each others' vehicles. They're not interested in the business of a club. However, the business is necessary otherwise there is no club.
 - ◇ The perennial "the club doesn't do anything" and rebuttal. There was excitement about getting together to replace Tana's roadster clutch. Clinics and visits that were done years ago could be repeated, i.e. Marcello's Park Place Presentation, Engine 101, Transmissions 101, etc. Perhaps a club visit to the LeMay Auto Museum, a drift event, or....
 - ◇ Finally, money. Should there be a maximum reimbursement amount per event and/or per year. Jack didn't think it would cost much until Roger stated he has spent as much as \$2k/per year to attend various events. Current membership dues barely cover (maybe) the cost of the NWDEletter, which is why it is critical to hold an autocross event each year. Pete will prepare Income & Expense numbers.

Meeting adjourned at 9:30pm

Beyond Round and Black

by Gordon Glasgow

For a lot of people, tires are simply that: round and black. They say, Hey, I don't drive fast, so who cares? As long as it keeps the car from dragging on the ground, it's all good, right?

Well, not really. Unless you only trailer your car to car shows and never drive it, you really should consider how tires perform. You never know when an emergency situation might arise that will push your tires to the limit. And if that limit is too low, you may wind up with a serious problem.

Remember that all forces on a car go through those four relatively small contact patches. The total contact area for an average mid-size sedan is about the same as a single sheet of 8 1/2 x 11 paper.

The two main things to consider are:

- * **tread compound**
- * **tread pattern**

Personally, I do like to drive hard, and that has led me to choose tires from the "deep end of the gene pool" as it were. I tend to talk about tires the way some people talk about wines. But let's just talk basics.

The two main things to consider about tires are tread compound and tread pattern. It used to be pretty straightforward: soft tires had good traction but short life span and hard tires had long life but lousy traction. So car manufacturers would usually equip their cars from the factory with high-mileage tires. These were typically referred to as "all-season" tires, which I used to refer to as "no-season" tires because they didn't do anything really well.

The tire manufacturers have improved things over the last few decades through the black art of alchemy. That's almost literally true – tire compound formulas are

Bridgestone Potenza RE-II





Tire Tech (continued)

closely guarded corporate secrets. You can now get comparatively good life out of high-performance tires that have great traction (traction that exceeds that of race tires back when our roadsters and trucks were new). The trade-off now is air temperature. The super-high performance tires need to be warm (or even hot) to develop max traction. The crossover point is around 50 degrees F. They are even



Continental ExtremeContact DWS

putting warnings on the high-performance tire descriptions that say things like "Not intended for use in near-freezing conditions." At one time I was running Goodyear Eagle F1 GS-D3 tires and I could actually feel the difference in traction between first starting out in the morning and after a few miles of driving.

You can also get good all-around performance even in bad conditions from tires that won't have the outright performance of the super-sticky tires but will perform much better in sub-50 degree weather, right down to conditions of light snow and ice.

There are significant differences in tread pattern, too. High performance tires tend to have very large tread blocks to prevent flexing and squirming while cornering, and wide but minimal tread grooves to allow for the displacement of small amounts of water. All-season tires have many more grooves and smaller tread blocks. Quite often the very small grooves, called sipes, run in jagged lines across the tread blocks. This is because it is the edges that provide traction on snow and ice.

This is the theory behind tire stores cutting lots of grooves in tires, a process known as "siping" or "micro-siping." It is really just a band-aid and doesn't do much good when the tire store does it. The problem with doing it this way is that it simply breaks up the tread into lots of small blocks that tend to flex a lot when driving, making the steering feel mushy, and the tread compound is still probably not the best. Siping needs to be designed into the tire in such a way that under moderate conditions the tread blocks will actually lean on each other when cornering more vigorously and act more like a single big block, but will stay open to

Tire Tech (continued)

allow the edges to grip when conditions are really bad and cornering forces are lower.

All-season tires tend to have more large tread grooves that run across the tire to channel water out from under the tire. And they will quite often have an asymmetrical pattern where the inner half of the tire is more optimized for snow or ice and the outer shoulder (which contributes most of the cornering power) is designed more to deal with water.

Heavy snow really calls for dedicated snow tires

Heavy snow really calls for dedicated snow tires, not just great all-season tires. We don't get that kind of snow here in the lowlands, and they really do give up a lot of dry- and wet-weather performance and tire life, so I tend to avoid them. But if you're into skiing or snowboarding or any other activity that takes you up into areas of heavy snow, there is no substitute for a true snow tire. These tires have lots and lots of sipes to get the snow and ice traction. Notice how the sipes in the Bridgestone Blizzak run at multiple angles.

Bridgestone Blizzak LM-60



The two sets of tires that I currently run on my Maxima are the Bridgestone Potenza RE-11 in the summer and the Continental ExtremeContact DWS the rest of the time, so I'm using them as exemplars. If you look at these tires in the pictures, you will see what I mean by the differences.

Bottom line is, choose the right tires for the conditions and get the best ones you can afford. Your life depends on it when you are on the road.

Gordon Glasgow
Renton, WA
www.gordon-glasgow.org



April Meeting Roundup



April's meeting day was rainy, but Datsuns showed up!

Jack's King Cab





April Meeting Roundup (continued)



Roger Sawyer's pristine 1972 240Z

Doug's King Cab





Dives, Datsuns and Drive-ins

By Jack Kampa

Come one come all to the first annual Dives, Datsuns and Drive Inn Movie Theatre Night. This should be a fun night of meeting up at a local Dive burger joint and then going in force to the Drive Inn Movies. This will happen on a HOT AUGUST NIGHT so that all NWDE members can go topless (cars that is)!!! At this months NWDE meeting I will be soliciting input from you all as to where is the best outdoor Drive Inn, burger joint to go to and when in August is the best time to do this. Stay tuned for more details.

Greenwood Entries Due May 29th

by Jack Kampa

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Updates

- * Ted is driving up to Matsuri meet in British Columbia now
- * Tana is recovering from illness
- * David needs to get his truck running

From the NWDE Facebook page:

- * NL320 found in barn
- * Truck prices rising
- * Mystery Datsun on ship ID'd



Club Meetings

When: Third Friday of each month (**except December**)

Time: 7:30 pm. Folks usually arrive earlier to gather & gawk at vehicles, then order pizza.

Where: Redmond-Overlake Round Table Pizza

Round Table Pizza

15025 NE 24th St
Redmond, WA 98052
Phone: 425-644-7117

Directions:

1. From I-405 head east on I-520
2. Take the southbound I48th Ave NE exit
3. Once on I48th Ave NE, get in the far left lane
4. Turn left (east) on NE 24th St
5. Turn right (south) on I51st Pl NE. Round Table is straight ahead



NORTHWEST DATSUN ENTHUSIASTS

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