



The NWDELetter

Northwest Datsun Enthusiasts

November 2013





2013 Officers & Contact Information

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NWDE Website	http://nwde.org

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: Marty Molloy's 1991 Nissan 300ZX



Up-Coming Events

November 2013

15 NWDE general meeting

See inside back cover for meeting details and map

24 Kitsap County bi-weekly Ratsun meet, Bremerton WA

December 2013

Winter break—no NWDE general meeting

January 2014

17 NWDE general meeting

Minutes

NWDE Meeting Minutes October 18, 2013

Meeting called to order at 7:35pm

ATTENDEES: Dave, Don & Sandi, Dick B., Tana, Roger, Ken, Al Michael, Gordon

GUESTS: Dave Stokes and Son Eathan; Mark & Ann

GHOST PATROL: Pete, Antonio, Joanne, Dave G., Jack and anyone else voted to office

TREASURER'S REPORT:

- bank balance: 4148.00 , pay pal balance: 363.00, bank balance total 4511.00
- Auto Cross take in \$610.00 Expenses \$842.00 balance -\$232.00 lost on event



Meeting minutes (continued)

WWSCC REPORT:

- None this month

OTHER STUFF:

- Dave F. brought the only two roadsters to kick tire event; 1600 Hardtop which Dave Stokes and Eathan drove and Dave F. drove 2000 purple one
- Discussion about shop in Ballard called AUTO SPORT SEATTLE, which works on roadsters and is older shop that moved location in Ballard.

VOTING FOR 2014

OFFICERS

- President: Tana B.
- Vice-President: Jack K.
- Treasurer: Pete P.
- Secretary: Gordon G.

STAFF

- WWSCC Rep. Pete P.
- Newsletter Editor: David Gonzales
- Club photographer: Ted
- Club Outing Coordinator: Ted
- Club Windshield Coordinator: Ted

Thanks All for stepping up!

HEALTH

- Tana was in good shape at meeting and seems ready to ride mules once again!
- Sandi on the other hand just had breast cancer surgery that went well but **doc's found tumor in right lung top lobe. [Update: Doctors removed it Oct. 22. Surgery went well and she came home Oct.29th. She's now cancer free and will start program of unknown type as of this writing]**

Meeting adjourned at 8:35pm



Fall Cascade Mountains Drive



Autumn Color, 240 miles, 3 mountain pass loop tour on Sunday October 20





Fall Cascade Mountains Drive (continued)



Stevens Pass, Leavenworth, Blewett Pass and Snoqualmie Pass





Molloy's Zed



NWDE club member Marty Malloy has a beautiful 1991 Nissan 300ZX.

Top: in the mountains with a 350ZX

Bottom: at the ski slope with a Datsun 510

Also check out Marty's ride on the cover of this newsletter!





U20 Engine Analysis Workshop

On October 14, Ted successfully analyzed John V's Datsun 2000 Roadster motor.



End result was that the engine is in good condition but the timing chains, sprockets and tensioners were worn sufficiently to cause chain rattle on starting, and the chain has enough slop to reach the "L" chain hanger on the left side chain guide and start nibbling at it. The top tensioner is spring- and oil pressure-actuated so when



U20 Engine Analysis (continued)

the parts wear the chain gets loose and rattles until the oil pressure builds up. The chain hanger is only used for holding the cam chain sprocket and the chain during repairs. The Chain hanger is called the "evil L" for when the chain is so worn with enough play to grind through it, the "L" falls down among the timing parts causing all kinds of bad things, usually a broken timing chain which come flying out through the cam cover. The "L" is commonly cut off to avoid this problem. U20 engine veterans have seen many patched cam covers.

Compression was good, in the 140-150 range for all cylinders. Leak down was acceptable at 20-25% in all cylinders.



Plugs looked just right (the camera flash shows them lighter than they are).





U20 Engine Analysis (continued)

A loose fan belt will need attention. Belt is too long resulting in maxed out Alternator adjustment

As usual we were side tracked when we could not push the car and found the LR wheel would not turn. The drum was stuck on but a neat trick is to loosen the brake adjuster from the backing plate and this allows movement of the shoes and we were able to remove the drum. Slave cylinder was frozen but judicious use of solvent and heat freed it up until a proper cleaning and rebuild. The slave cylinder piston has a slotted top for the brake shoe and it looks very reasonable to put a lever in this slot to twist and free the cylinder —NOT. The "ears" are cast and break off very easily. After applying solvent and heat try driving the piston down to free it. If it is at the bottom try compressed air through the brake fluid bleeder. If this fails, GENTLY use vise grips on the outside of the ears to twist the cylinder. If still not free, repeat solvent and heat. The brake adjuster was also frozen but cleaning and lube had it working again.



The only damage done was a cut to the finger of the attending mechanic but this was obviously the fault of Dave F (flat speaker guy) as if he was here, tending to his roadster responsibilities, it would not have happened!.

Ted Heaton



E1 vs J13 Manifold Comparo

By Ted Heaton

Check out the differences in the Datsun truck E1 (left) and J13(right) manifolds.



NOTE: as seen in the picture, my Datsun 320NL came with the common replacement Weber carb,





U20 Engine Analysis (continued)

The manifolds interchange between E and J motor heads. As the J motor is basically a revised E motor, it is a common replacement in the 320 trucks.



The J motor (1300 used in the 520 trucks) has 7 more HP (67, up from 60) . The E stroke was increased from 71 to 77 mm but Alan on earlydatsun.com writes that most of the increase comes from the exhaust manifold. It looks much more efficient with the swoopy extractor-like pipes but the ports are the same size. The tube casting is slightly bigger, not sure about the inside diameter. One advantage is that you get a "real" manifold bottom flange that you can bolt to the exhaust pipe instead of the goofy British knob and exhaust pipe flare set up that is nearly impossible to seal with the ring clamp.



U20 Engine Analysis (continued)

I think maybe more responsible for the "big" HP gain is the bigger J motor Nikki carb and the larger ports on the intake manifold. They are measurably larger and if you squint you can see the difference in the pictures. The runners are also bigger in outside diameter.





Camano Island Drive 10-13-13

Great scenic loop drive of Camano Island, A bit nippy but nice and sunny after the fog lifted. Dave McP led John V and Ted on fine twisty farm roads to get to the Island. Nice Fall colors in the State Park.



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 148th Ave NE exit
3. Once on 148th Ave NE, get in the far left lane
4. Turn left (east) on NE 24th St
5. Turn right (south) on 151st Pl NE. Round Table is straight ahead



NORTHWEST DATSUN ENTHUSIASTS

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