The Z-Club of San Diego Newsletter

March, 1996

Calendar of Events:

> Now, Today	Renew your membership !!!
> April 2	Meeting @ Sally's, 7:00 PM.
> April 20	Visit to Marconi Automotive Museum and Motorsport Auto sidewalk sale.
> May ??	Internet Z Car Club picnic, Brookside Park, Rose Bowl, Pasadena. Contact Anna Mulhern @ (818) 793-2724.
> May 22 or 23	Malibu Grand Prix Night
> June 25-28	9th Annual Z Car Club Convention, Denver, CO - call Clif.

Z-Club of San Diego Officers

President	Clif Yaussi	445-5200
Vice-President	Dennis Darnall	581-1992
Treasurer	Ed Peterson	447-9585
Newsletter Editor	Lance Wills	566-2936
Secretary	Lance Wills	566-2936
Events Coordinator	Dave Platt	462-0258
Membership Coordinator	Yvonne Platt	462-0258
Member-at-Large	Ben Pila	462-8651

Yauzzi Sez.....

The club had a successful run to the Anza Borrego Desert in March (more on that later in the Newsletter) and for those of you who didn't make it, you missed Ed Peterson's fabulous display of club magnetic signs for the side door panels of our cars. We have purchased the magnetic material, and with the aid of his computer, Ed is artistically adding the lettering in various fonts, to come up with the best combination. Everyone gave him their opinion, and after final adjustments, he will have a silk screen created and we'll run some signs off for the Club to sell to members. The final cost will be about $4 - $5 per, or about half the cost quoted by a vendor. Thanks Ed for the talent and initiative to get this program off dead center.

It looks like 5 members will make the drive to the National Convention in Denver the last week in June. If you want to go and be in on the route planning, give me a call. We will be trying to co-ordinate with Group Z [and other Clubs along the way - Ed.] and caravan [No, minivans are welcome, but not required].

The new club polo shirts have gone fast. If you need a particular size see Dennis Darnall. we are about to re-order, and next to come will be HATS!! This can only happen if you get those membership dues in and stay active in the club.

I understand that the History Channel is showing a program about the Z Car. If someone can tape it, we would love to show it at the meeting.

See you at the next outing, and come see my new upholstered seats and doors.

Zee you on the road...

THE MAROON MARAUDER

Don't forget the Z-Club of San Diego Hot Line!
589 - 0975

For up to date information on upcoming events and meetings or to leave a message for the Z-Club President.

Minutes of the March 5, 1996 Meeting

15 members and three visitors attended.

Clif called the meeting to order at about 7:15, with a round of introductions. The minutes were approved as printed in last month's Newsletter.

President's Report : We are making plans to caravan to the Convention in Denver. Call Clif with suggestions for routes to and from - and suggestions for sight seeing along the way, and **register for the Convention!!! The New Mexico club has invited us for breakfast on the way to the Convention.**

Treasurer's report: Another account has been established to make life easier for the new Treasurer, the transfer of money from the old to new account will take place before next month.

Membership report: One new member since last month, Monica Cline delivered a boy. Both are fine, Tony is still in a daze.

Events: See the cover and the next page for up coming events. Dave Turner is sponsoring a drive-fast-day at Holtville on May 12. Cost is $100/person, you will need a helmet and seat belts. Tech is your responsibility; drive your car out, drive the track, drive home. Sounds like fun

Clif turned the meeting over to Gary Canthan of North County Tarpaulin Works who talked about car covers. The top 4 reasons to buy a cover are : the Sun!! Gary's shop, at 1229 Morena Blvd, has a large selection of fabrics available in Custom, semi custom and general use patterns for a reasonable cost (<$90).

Ben Pila won the contest for most points for Club participation [see Clif's Notes on..., Feb, '95 Newsletter]. Drawings for second and third place were won by Lance Wills (one year membership) and Dennis Darnall (gift certificate for Pep Boys).

Lance Wills

LAST MONTH'S FUN STUFF

The Borrego Visit

The march event was a run to the desert in search of those elusive wild flowers, and an excuse to drive through some nice mountain roads. There was a total of 9 cars in our group that was led by Don Vickery in his 400HP twin turbo as we headed east. We started the route by taking Highland Valley road
to Ramona. This has to be one of the most enjoyable two-lane back roads due to all the hair pin turns and lack of traffic (most of the time). Next stop is Dudley's bakery to meet with a few members of Group Z. We arrived on time and was waiting for Group Z but no sign of them so we decided to move on.
We had just started to leave the parking lot when we noticed that Group Z was waiting for us on the other side of Dudely's. Now we were a group of about 18 cars and off we went, next stop Borrego springs. We decided to go through Julian so Group Z wouldn't backtrack the road they were just on. As usual we had a few non-Z's that slowed us down and separated the pack but
after a few exciting car passes we were in the desert. We gathered at Christmas Tree Circle for some lunch and socializing then the usual group car photo. The weather was beautiful and a bit warm but there was no wild flowers to be seen. I think we were only a week too soon to see the desert color. At this point the group split up and most of Group Z started back and most of our group followed Cliff to the famous hidden Grape fruit stand.It was a great day for a drive to the desert and if you didn't join us you better next year cause its is a great way to spring into the new year.

The V.P.

Tech Tip

Bringing the Performance of Your 280Z Into the '90s
Part I

The 280Z has tremendous untapped performance potential that, when unleashed, can make the car perform like a sports car of the '90s. This article is the first of a series of articles focusing on suspension, engine, and weight reduction upgrades that will bring your 280Z into the '90s. This article focuses on relatively inexpensive (stage I) upgrades while later articles will focus on more expensive (and more extreme) performance upgrades.

Stage 1 modifications are designed to improve handling, increase horsepower, and decrease curb weight for a minimal cost. The easiest, and least expensive, handling upgrade is a set of urethane replacement bushings. Urethane bushings are more resistant to compression forces under load. Thus, they can reduce body roll and increase responsiveness. However, the downside is that they will produce a harsher ride. Another relatively inexpensive handling upgrade is a good set of gas shocks. Tokico and Koni shocks tend to ride a little harsher, yet provide superior handling. A good compromise between the gas struts offered by Tokico and Koni, and the relatively "cushy" factory struts, is the Boge oil strut.

The best engine upgrades for the money are a K&N filter charger and free-flowing exhaust. The stock air intake box is quite restrictive due to the narrow opening through which it draws air. Dave Turner Motorsports (1-800-854-6640) sells an excellent kit that replaces the entire stock air intake box with a cone style filter. You can replace this item yourself in 5 minutes. The filter is washable and comes with a lifetime warranty

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Upcoming ZCSD events

April 20 - Meet at Sally's at 7:30 AM, travel up I-5 to pick up some people at Governor Drive Park-& Ride (North bound side) at 8:00, pick up the Oceanside/Escondido people at the San Aliso rest stop above Oceanside at 8:45. We will meet Group Z at Motorsport Auto in Orange, CA for a car show (Shine & Show only) and a sidewalk sale at 9:30. Those who choose can tour the Marconi Auto Museum later. Because of possible time pressure and because we don't know if an eateries will be close or open, we suggest you pack a lunch in a cooler. The Marconi Museum in is an offshoot of the Marconi Foundation for Kids, a group that helps youth related charities, especially abused kids. The museum has 60 cars at a time on display, mostly performance and race cars, like the Newman-Haas Lola Mario Andretti got his last win in. There is also a small gift shop and restoration facility there. Admission is $3.50 for adults, kids under 12 are free.

May 4 or 18 - The ZCSD plans to make a more impressive showing at the Internet Z Car Club picnic this year. We'll be makeing more plans at the next meeting.

May 22 or 23 - Proove your driving skill and/or just come out to have a good time and maybe win some money. The annual malibu Grand Prix event promises all three, and you don't have to be the fastest driver to win the money. The real money winners are based on the Indy 500 finish, but the the fastest drivers still have bragging rights.

This month we start a four part story written by Donn Vickrey, Contributing Editor, about Bob Bondurant's driving school. The remaining three parts will be printed in succeeding Newsletters.

We rounded the last corner and headed toward the front straight. I kept the field at a crawl so no one had a chance to build up momentum behind me prior to the start. As we headed toward the starting line, the pace car disappeared behind the pit wall and I waited for the green flag. A moment later the green flag waved but I held off briefly to keep the other drivers guessing. Once I was confident they could not anticipate my move, I nailed the throttle of my Roush-prepared Mustang and shifted to third just before redline. As we approached the end of the straight I had only one half car length on the second place car. I saw my throttle lift reference point but kept my foot in it a little longer. No one was going to pass me entering the first corner. Wait a minute... This story is supposed to be about a racing school. So what's the deal? Read on and find out!

DAY ONE

My father and I arrived early on day one to avoid the rush hour Phoenix traffic. The Bondurant staff was already hard at work preparing for the week's activities. We signed in, got our course booklets, and filled out our collision insurance contract and liability waiver. Realizing that I just signed away any rights my wife and kids might have in the event of a tragedy, the nervousness really began to set in. Could the Bondurant staff really turn these two green recruits into reasonably competent (at least not dangerous) racing drivers in only four days?

Day one's activities began with Bob Bondurant's introduction to the school that bears his name. Bob discussed his racing career, his motivation for starting the school, and his vision for the school's future. After
Bob's discussion, each of the participants briefly introduced themselves.
Our group included participants from Arizona, California, Florida, Mexico, Michigan, Virginia, and Washington, three father son teams, one father daughter team, a family of four from Virginia, and several Ford engineers. The participants were enrolled in a variety of courses including the two and three day high performance driving courses, the four day grand prix course, and the advanced road racing course. Experience levels varied, but most were novices like my father and I.

After the introductions, Bob lead us on a tour of the school facilities which include a parts department and mechanics bays (both similar in size to those at an average car dealership), excellent classroom facilities, skid pads, a handling oval, an accident avoidance simulator, areas for autocross and shifting/braking exercises, and a 1.6 mile road racing course.
Following the walking tour, we all climbed into Ford Econoline vans for the famous Bondurant van tour. In this E-ticket ride, ten to twelve people get a glimpse of some of the week's activities courtesy of a Bondurant instructor. The ride starts with a throttle steering exercise in which the van is put in an extreme understeer condition using the throttle, moves on to the accident simulator for a little quick lane changing at high speed, and concludes with a terrifying high speed run on the road course. This ride is not for the squeamish and motion sickness bags are not provided!

Following the van tour, we proceeded to ground school. In ground school, the instructors provide an outline for the day's activities, introduce important concepts, and field questions. Our first ground school dealt with the first two learning exercises - the throttle steer circle and heel-and-toe downshifting. Our instructor, Howard Halterman, looked a little like a career marine sergeant (due to his buzz cut) but had a very laid back personality. He also had incredible car control skills. Prior to each exercise, Howard showed us the proper technique followed by a very dramatic demonstration of the improper technique. Somehow, Howard never put a wheel wrong despite throwing the car in some remarkably unstable and downright scary

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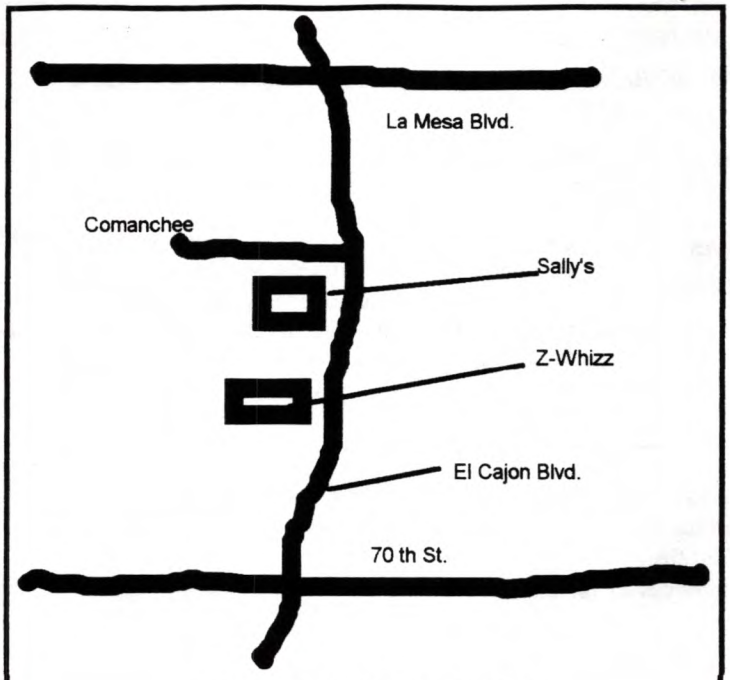
(that's a long time on a Z!). The price is only $39.95. A free flow exhaust can also be purchased from most Z performance part suppliers, such as Motorsport Auto and Nissan Motorsport, or can be fabricated at a local muffler shop. I had a custom exhaust system fabricated out of 2.5" pipe for $260. Bolt on systems can be purchased for as little as $100-$150; approximately one hour of labor is also required. A free flowing exhaust system will give your car a more healthy sound. However, unless you run a header, a free flowing exhaust system will not be "obnoxiously" loud. Seat of the pants estimates for this upgrade are between 10-15 horsepower.

The third area of "inexpensive" performance improvements involves weight reduction. While not discussed above, the performance modifications mentioned above will reduce the weight of your vehicle somewhat. The stock exhaust and air intake systems are relatively heavy. Replacing these items will reduce vehicle weight by approximately 25-30 lbs. Two other items can be replaced relatively inexpensively, with substantial weight savings. First, the 280Z bumpers can be replaced providing good weight savings. However, contrary to popular belief, 280Z bumpers are not heavy enough to work as boat anchors. Although several of the enthusiast magazines claimed that 280Z bumpers weigh as much as 300 lbs., their claims are completely false. I weighed bumpers from '70-'78 and found that the heaviest Z bumpers ('74.5-'76) weighed only 80 lbs. total, front and rear. In contrast, the lightest bumpers ('70) weighed approximately 20 lbs. total. The easiest retrofit involves replacing the 280Z bumpers with '74 (not '74.5) 260Z bumpers. These bumpers simply bolt on and will reduce weight by 25-45 lbs. (depending on model year). For appearance purposes, you may also want to retrofit the 260Z bumper trim. As an alternative, you can remove the pressure relief screws on the bumper shocks and "collapse them" (push them in) to move the bumpers close to the body producing an "early z" look. Early 240Z bumpers can also be retrofit, but you will need a machine shop fabricate a set of adapters to attach these bumpers to your 280Z. If you choose this route, it will cut vehicle weight by an additional 10 lbs.

Donn Vickrey, Contributing Editor



Map to Sally's Restaurant

This month's meeting April 2,

7:00 PM will be at at Sally's (see map to Left to get to Sally's) .

Dare We Hope? In the April , 1996 issue of Road & Track on page 38 there is an article showing drawings of two potential Z Cars along with a request to vote for your favorite. R & T promises to forward the results of the voting to Nissan, who reportedly cannot make their minds about which should be put into production. Letters can be addressed to: "The next Z," c/o R&T, 1499 Monrovia Ave., Newport Beach, CA 92663 or EMAIL: RTLetters@AOL.com

From the Newspaper Editor: Please submit anything you find of interest, either written by you or from a magazine or another club newsletter. The cutoff date for publishing is the 15th of the month, so try to submit anything you believe worthy of publishing in the Newsletter to me at the Monthly meeting or by the 15th. If you have any fix-it tips for things that went right or any horror stories that might save someone else some trouble, we would like to print it. If you didn't get this newsletter, maybe we don't have your full, complete and/or latest address. Give Lance or Yvonne a call to correct this grievous oversight immediately.
From the Events Coordinator: Please yell it out at the meeting or call Dave Platt with suggestions for club events.

Local and Regional automotive related events

When	What	Where
March 25 - April 6	San Diego Auto Show	Convention Center
April 14	Long Beach GP	Long Beach
May 18	Fightertown Festival Car Show	NAS Miramar
May 17-19	Vintage Auto racing (800-280-VARA)	Pomona Fairgrounds
May 25 & 26	Vintage racing	Thunderhill Park, Willows
June 6 & 7	SCCA racing	Thunderhill Park, Willows
June 25-28	Z Car Club National Convention	Denver, CO
August 18, 1996	Concours d'Elegance	Pebble Beach
September 29	Concours d'Elegance	Embarecadero Park
November 22 -24	Vintage racing	Palm Springs

Classified Section *advertising automotive related items free for Z-Club members, spouses, significant others, friends, neighbors and casual acquaintances. To place an add or cancel an add, call Lance at 566-2936. I'll run your add for three months unless you tell me to cancel.*

71 240Z, 80,000 mi Yellow, black int. Air, Dealer installed Mags, new Yokohama's.
Stored, very clean, CA car.
$3300
Scott (619) 578-3520
(619) 6329 [pgr]

1972 240Z, Auto
Original paint, never wrecked. 162K miles, original.
$2500, Offer
Ray 538-9616

For Sale:
25th Anniversary T-Shirts with #46 BRE 240Z and #75 300ZX (Cunningham Racing). Four colors on Hanes Beefy T. L and XL $12.50. Also, Litho of the same drawing: 11 X 17, signed by John Morton. 12 left $15.00
Call or see Ben Pila

1975 280Z 5 sp,, Mags, 6 K on rebuild by Z Whizz. Hit right front side. Prefer to sell whole vehicle, but will consider parting out. $Make Offer
Trish 467-0110

Set of Triple Webers (40's) with Cannon Manifold and Chrome air cleaners , no linkage. $350 firm
Set of clear headlight covers for Z. $50/best.

Steve 263-6440 or 421-3254

1977 280Z Show quality. $20,000 in receipts. Engine not CA smog legal.

$4000

Kevin (619) 566-7001

(Continued from page 4)
conditions.

The throttle steer circle was an easy place to start. In this exercise, you turn the car in a circle (holding a constant arc) and gradually increase the speed of the vehicle. This produces a condition of increasing understeer in which the car pushes farther and farther away from the center of the circle. Once you reach the outside edge of the circle, you immediately let off the throttle which transfers weight to the front of the vehicle, increases traction at the front wheels, and instantaneously turns the vehicle in toward the center of the circle. The exercise teaches students how to deal with severe understeer and ultimately proves very useful once you hit turn 13 on the school's track.

Next it was time to learn heel-and-toe downshifting. Initially, we rode with Howard while he demonstrated the heel-and-toe technique. This technique really should be called side-and-ball downshifting (no wonder I could never figure out how to use my heel and toes to downshift) since you use the ball of your foot to brake and simultaneously roll your foot over to the throttle pedal to match engine and road speeds prior to your downshift.
Subsequently, we used the Bondurant School's "lead and follow" process to practice the technique. In the lead and follow process, students get in their own cars to practice a technique while the instructor drives directly ahead to set the pace and show the proper line and braking points. After the lead and follow process, we continued to practice on our own. Fifteen minutes later, Howard flagged me down and climbed onboard to assess my progress. I must admit, progress was slow. During the first session, I had tremendous difficulty with the heel-and-toe technique. However, things improved once Howard modified the position of the throttle pedal in my car.

The afternoon session started with ground school followed by a trip to the accident simulator. In the accident simulator, the student accelerates in a straight line (in concept a lane of traffic, outlined by pylons) toward a row of three traffic lights. Initially, all three lights are green. At the last second, two of the lights (chosen at random) change to red simulating an accident immediately ahead. You must lift off the throttle, steer the car to the "clear" lane, and get back on the throttle. The exercise is repeated four times, starting at 25 mph and increasing in speed by 5 mph each time. After students master the high speed lane change maneuver, they are instructed to attempt to avoid the accident by straight-line braking. We all tried but were unable to avoid the accident by straight line braking alone. Later we learned that it was impossible to completely stop the car in the space provided. Thus, lesson number one, a driver can steer around an accident much more quickly than he/she can bring the car to a halt. Lesson number two, target fixation, is best illustrated by my third run which produced the day's most spectacular fishtail. On this particular run, my eyes fixated on the red lights above rather than my upcoming reference points. Unfortunately, I found out first hand that a driver always steers the car in the direction he/she is looking. Somehow, I managed to correct my mistake in a fraction of a second, successfully steered the car to the clear lane, fishtailed three times, and made it through the simulation while downing only one pylon. Thus, I learned the importance of looking ahead to my upcoming reference points and using my peripheral vision to observe my immediate surroundings. This lesson proved to be especially useful on the skid pad and on the infamous turn 13 (ye ha!).

After the accident simulator, we headed for the handling oval to practice braking, taking the proper apex, and accelerating out of corners.
This exercise gave us our first taste of racing. It was really a blast!
Initially, we ran the handling oval in second gear only. Subsequently, we were instructed to short shift to third to give us more practice with heel-and-toe downshifting. Finally, it all began to click - and just in time. Day one was coming to a close.

Donn Vickrey -
Contributing Editor

Classified Section - *advertising Z related parts and services providers that give Z-Club members a discount.*

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Pompano Bch., FL 33060

Z Club of San Diego

is dedicated to the enjoyment and preservation of Datsun/Nissan Z-cars. If you own a Z-Car or want to own one **you need the Z-Club and the Z-Club needs you!!!**

Call our information line at (619) 589 - 0975 to get information about upcoming events and meeting times, or to leave a message for the Club President. Call (619) 589 - 5104 if you can't wait and need to talk to someone right now!

> **Learn more about your Z-Car** from other enthusiasts and automotive professionals.

> **Save money** by taking advantage of Z-Club member discounts on parts and services.

> **Club Newsletter** once a month keeps you advised of planned events, what happened at the monthly meeting, service and safety tips.

> **Monthly Meeting** lets you guide the club's direction for events and business. Speakers share knowledge on subjects ranging from detailing to theft prevention to performance improvement.

> **Events** as varied as enjoying a day at the races to picnics to wine tasting.

Dues are: $ 25 for a new membership $ 25 for a renewal. $ 15 Newsletter only.

Name _____

Address _____

City _____ **State** ____ **ZIP** _____

_ **New member ($25) ***

_ **Renewal ($25)**

_ **Associate ($15) ***

Phone _____ **(Home __) (Work __) Birthday** _____

Check here __ if you do not want your name and phone number on membership lists sent to the general membership.

Car #1 Mfr._____ **Model** _____ **Year** _____ **Color** _____

Car #2 Mfr._____ **Model** _____ **Year** _____ **Color** _____

Car #3 Mfr._____ **Model** _____ **Year** _____ **Color** _____

I am interested in:

__ **Part/Service discounts** __ **Technical information** __ **Shows** __ **Other** _____

__ **Rallys** __ **Autocross** __ **Tours**

__ **Parties** __ **Picnics** __ **Hangin**

Please fill out the above form and send (with check for amount corresponding to level of Membership desired) to:
Yvonne Platt (ZCSD Membership Chair), 725 Garfield Ave, El Cajon, CA 92020. Make checks payable to the Z-Club of San Diego.
We will send your Membership Card, which will entitle you to discounts at our sponsors (full or renewal only).

* Associate Membership includes Newsletter only, does not include Membership card and discount priviledge.

ROCKY MOUNTAIN RENDEZVOUS

9th ANNUAL NATIONAL Z CAR CONVENTION

June 25-28, 1996

Hosted by the Z Car Club of Colorado

OPEN TO Z ENTHUSIASTS WORLD WIDE!

The Z Car Club of Colorado cordially invites you to attend the 9th annual Z Car Convention, June 25-28, 1996 in Denver, Colorado.

Welcome! Please complete this registration form and mail with check to address provided below.

First Name_____ Last Name_____

Address_____

City_____ State_____ Zip_____ Phone # (_____)_____

Z-Club Affiliation_____

Spouse/Guest Name_____

Number & Ages of Children attending _____

Arrival Date____/____/____ Time _____ a.m._____ p.m._____

Bringing a Z car? _____Yes _____No Year_____ Model_____

Each paying registrant will receive a free T-shirt as part of a gift package for the convention. Please specify T-shirt size below.

T-Shirt size: Small_____ Medium_____ Large_____ X-Large_____

Extra T-Shirts: Small_____ Medium_____ Large_____ X-Large_____ ($15.00 ea.)

Fees are indicated below for registration and activities. The date of registration is the date of postmark on your envelop. Please indicate the activities you wish to enjoy.

Do you have dietary restrictions? ___ Yes ___ No Please explain:_____

	by April 30	by June 1	after June 1
Registration Fee	____ $30.00 per person (includes T-shirt, Registration packet, Reception)	____ $35.00 per person	____ $50.00 per person
Concours de Elegance	____ $20.00 per car	____ $20.00 per car	____ $22.00 per car
Bar-Z-Que	____ $12.00 per person	____ $12.00 per person	____ $14.00 per person
Road Course Time Trials	____ $45.00 1st driver	____ $45.00 1st driver	____ $50.00 1st driver
	____ $20.00 2nd driver	____ $20.00 2nd driver	____ $22.00 2nd driver
Rocky Mountain Tour	____ $ 9.00 per person (includes lunch)	____ $ 9.00 per person (includes lunch)	____ $11.00 per person (includes lunch)
Banquet	____ $25.00 per person	____ $25.00 per person	____ $27.00 per person
TOTAL ENCLOSED	_____	_____	_____

Please make checks payable to: **The Z CAR CLUB OF COLORADO, P.O. Box 260078, Lakewood, CO 80226**

Upon receiving your registration form and check, a confirmation and informational packet will be mailed to you. ***We eagerly await your response and participation!***

Cut and Save!

TUESDAY, JUNE 25

12 noon - 10:00 pm	Registration Desk Open (Lobby)
2:00 pm - 5:30 pm	Road Course Time Trials: Tech. Insp.
3:30 pm - 5:30 pm	Training for Concours Judges
6:30 pm - 8:00 pm	Reception (Cash Bar)
9:00 pm - ???	Texas Chili Feed

WEDNESDAY, JUNE 26

6:30 am - 10:00 pm	Registration Desk Open (Hosp. Suite)
10:30 am - 4:00 pm	Seminars
Concours de Elegance (Heritage Square)	
7:30 am - 9:30 am	Set-up
10:00 am - 4:30 pm	The Show
4:30 pm - 5:00 pm or	
7:00 pm - 7:30 pm	Move Out
5:00 pm - 7:00 pm	**Bar-Z-Que** (Heritage Square)
7:00 pm - 11:00 pm	Road Course Time Trials: Tech. Insp.
8:00 pm - 10:00 pm	National Association Meeting

THURSDAY, JUNE 27

6:30 am - 8:00 pm	Registration Desk Open (Hosp. Suite)
Road Course Time Trials	
8:00 am - 5:00 pm	Stapleton Track
10:00 am - 4:00 pm	Seminars
5:00 pm - ???	Open Evening
8:00 pm - 10:00 pm	National Association Meeting

FRIDAY, JUNE 28

6:30 am - 9:00 am	Registration Desk Open (Hosp. Suite)
Rocky Mountain Tour	
7:30 am - 8:30 am	Staging & Instructions
8:30 am - 4:00 pm	The Tour - includes lunch
10:00 am - 11:00 am	Seminar
2:00 pm - 3:00 pm	Seminar
3:15 pm - 5:15 pm	Nissan Racing Videos
6:30 pm - 9:30 pm	**Banquet & Awards**

THE STOUFFER RENAISSANCE DENVER HOTEL HAS BEEN CHOSEN AS THE CONVENTION HOTEL. *Reservations may be made with the Hotel 1-800-468-3571. Room rates per night are $79.00 plus tax, single/double occupancy.* ***Please state that you are with the National Z-Car Convention.***

Contact Gary Bracken (303-526-2262) or Mary Anne Denney (303-333-8919) or write to The Z Car Club of Colorado, PO Box 260078, Lakewood, CO 80226 for more information. E-mail addresses: blwagner@tap.com (publicity) or Krilenstin@aol.com (registration).

Z Club of San Diego

The Z-Club of San Diego
7482 El Cajon Blvd.
La Mesa, CA 91941

Clif Yaussi
1372 S. Grade Rd
Alpine, CA 91901

Address Correction Requested.

91901-2941 06