

The Z-Club of San Diego Newsletter



Z Club of San Diego

April, 1996

Calendar of Events: (see page 3 for more info)

- > **Now, Today** **Renew your membership !!!**

- > **May 4** **Internet Z Car Club picnic, Brookside Park, Rose Bowl, Pasadena. Contact Anna Mulhern @ (818) 793-2724.**

- > **May 7** **Meeting @ Sally's, 7:00 PM**

- > **May 16** **Group Z Dyno Night call Jerry Peterson @ (818) 248-0444 for info.**

- > **May 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.....

I want to thank Dennis Damall, club vice president for running the April meeting while I was out of town on vacation. Also want to thank Donn Vickrey for the great job as guest speaker on his Bob Bondurant Driving School experience. For those of us who weren't at the meeting, we can continue to read about it in this newsletters part 2 story.

I tell prospective members of our club that we receive newsletters from the various clubs around the country, and to prove that they read ours, Michelle Foresman from the New Mexico Z Car Club responded to my request for the video on the history channel about the Z car. She has forwarded a copy to us already and we'll show it at the next meeting for those of you who haven't seen it. Most of it was filmed at the national convention in Atlanta last summer, and it's fun to see familiar faces and see the beautiful collection of Z's. Thanks Michelle and the decals are in the mail.

We have several events planned in the coming months, and of course it's not too late to get your reservations in for the national convention in Denver. We have the proposed route in our hands from Group Z in Orange Co. and we hope to have a strong showing ourselves. If you're planning on going, call me cause you need to make reservations at the motels on our route.

All of you should be getting your yearly dues into Yvonne by now, the number of members renewed stands at 48 right now, but some 18 past members are not accounted for. If that sounds like you, renew. We miss you when you're not with us.

Our May event is the much awaited Indy 500 Malibu Grand Prix Office Pool and club bragging rights hot laps, fun filled, name calling, you cheated driving event Thursday May 23 at Malibu Grand Prix on Miramar Rd. Even though we've lost our contact Marcel Blevins, (if you read this Marcel, we pray you won't find your way here to beat us again) the price will be \$14.00 for members and \$16.00 for non-members. It will start at 7:00pm till 9:00, so get there when you can and give us a hand with the scoring. There's a trophy for the fastest man and one for the fastest lady qualifier. Plus the entry fee puts you in the office pool for the big \$50.00 first prize and \$30.00 for second and \$20.00 for third.

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 April 2, 1996 Meeting

16 members and five visitors attended.

Clif called the meeting to order at about 7:15, with a round of introductions. It was great to see Don & Doris Fifer, Don is recovering from a heart bypass operation and apparently doing very well, but it will take a little longer to get behind the wheel of his Z. The minutes were approved as printed in last month's Newsletter, with one correction: the Dave Turner Motorsports outing at Holtville is May 11, not May 12. You need to register in advance with Turner Motorsports.

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,

Treasurer's report: All transfers are complete from Tony to Ed Peterson.

Membership report: We have 46 paid members, 18 have not renewed from last year.

Events: See the cover and the next page for up coming events. Ben recapped the Borrego Run.

Old Business: The club hats are in, they match the new polo shirts and they look nice. Cost will be \$10, see Dennis at the meeting or at the monthly events. Ed Peterson will have the new magnetic signs available soon, the cost will be \$7. They have been field proven on the Borrego and Motorsport Car Show runs.

Clif turned the meeting over to Donn Vickrey who talked about his four days at Bob Bondurant's School of High Performance Driving and showed the promotional video. Donn had lots of good information to pass along.

Jim Wildermuth won the door prize, a certificate for a dash pad provided by Surfside Nissan, courtesy of Tony; Gary Cauthen won the 50/50 (\$33).

Lance Wills

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

DAY TWO

Day two started with ground school followed by a skid control exercise. The skid control exercise was conducted in a Mustang "skid car" that was controlled by the instructor via four "outrigger" arms that could be used to raise the front of the car, producing understeer, or rear of the car, producing oversteer. Understeer was easy to deal with after day one's throttle steer exercise. But, oversteer was a bit trickier. For me, the key to controlling oversteer was focusing on my upcoming reference points - i.e., where I want the car to go. At first, I had difficulties and spun out several times. Target fixation plays a vital role here too. Once I began focusing ahead, it was a piece of cake. Dad was a natural. Maybe learning to drive in the era of big engines and skinny tires gave him an advantage in this exercise...

After the skid control exercise, we headed for the "Maricopa Oval" - a section of the road course that can also be used as a short oval track. Here we practiced braking, heel-and-toe downshifting, and cornering. Next, it was the brake and turn exercise, which we jokingly referred to as "crash and

burn." In the brake and turn exercise, you accelerate the car to between 40-50 mph, brake at the last second, and turn the car in at the apex. This exercise is designed to teach you how to scrub off speed in a hurry in the event that you overcook turn 4 on the road course. While the exercise proved fairly simple in the Mustangs, it would undoubtedly be much more difficult in a car without antilock brakes (e.g., a Formula Ford).

After lunch, the pace of the course picked up dramatically. After only a day and a half, we were through with car control exercises. We were about to become race car drivers. This afternoon, we would learn approximately 3/4 of the road course. (Turns 3-6 are bypassed until day three). In ground school, we went over the road course in detail. Afterward we received our driving suits and helmets and headed for the course in the Mustangs. The adrenaline was really pumping now.

Before hitting the track, Howard took us on a few hot laps in his car, showing us what to do, what not to do, and where people typically crash and/or go off course. Whether intentional or not, Howard succeeded in instilling the appropriate level of fear in our novice heads before turning us loose on the course. Armed with the appropriate level of fear, we strapped our helmets on and began the lead and follow process. After 10-15 minutes, we were on our own. At first, I was slow and couldn't downshift

very well. There were just too many things to remember. Dad thought he was doing well until several other students passed him. Just when I thought I couldn't get any slower, Howard pulled me over to ride with me. It's amazing how much slower and poorer you drive when the instructor gets in to critique your driving. At least this phenomenon amplifies your mistakes making it easier for the instructor to diagnose and correct any problems.

Howard suggested that I look farther ahead at my reference points. Then he took the wheel to illustrate the correct braking, turn in, and acceleration points. As usual, Howard's comments were right on target. After his instruction, I was noticeably faster.

As the day progressed, I felt more and more confident. I began braking later, accelerating sooner, and once and a while getting a little loose while testing the limits of the car. Next, I set my sights on cars further up the road, trying to catch and pass them. For safety reasons, we were only allowed to pass in two areas and only when pointed by (by the driver in front).

(The next paragraph takes you on a lap of the road course, excluding turns 3-6. You can get a better feel for the course by looking at the aerial shot featured in all Bondurant advertisements - e.g., in Car & Driver, Road & Track, Autoweek, Sports Car, etc.)

(Continued on page 6)

(Continued from page 3)

To maximize the effectiveness of the new cam, I also recommend having a reputable shop (such as Ed Hale in San Diego) port and polish the head and perform a three angle valve job. Unfortunately, merely mentioning the word "head" opens up a can of worms I'd prefer to avoid to keep the discussion simple. Suffice it so say that there are many possible head/block combinations for the L28. Personally, I prefer the N42 head from a '75-'76

280Z due to its larger valves. The head can be milled .3 mm., safely increasing the compression ratio to approximately 8.5/1. Alternatively, many of the early 240Z heads can be fitted with larger valves and can safely run even higher compression ratios. For autocross and road racing, the SCCA considers an engine to be "one unit" with regard to the rules for updating and backdating a line of cars. That means that, to remain in the street prepared class (autocross) or the ITS class (road racing), you cannot run a 240 head on a 280 block. Only 280 heads may be used. For my autocross car, I run an N42 head, port matched, with a three angle valve job. My headwork cost approximately \$350. Whatever you do, do NOT use an unknown shop. A improperly ported head can actually reduce your engine's power output.

The stock throttle body and intake manifold (plenum) are also too restrictive to fully realize the performance potential of most aftermarket cams. Replacing the throttle body is an easy task with a big bore throttle body available from Motorsport Auto (800-633-6331) for only \$240. On the other hand, opening up the intake manifold will also require the skills of a reputable machine shop. The best flowing intake manifold is from an early federal model with no EGR valve. (This unit is not legal for street use in California; check with your state before opting for this unit.) However, porting the California model intake manifold can also yield substantial gains in air flow. The intake manifold should be port matched to the head with the primary intake tract opened up and

LAST MONTH'S FUN STUFF

Motorsport Auto Car Show/Garage Sale and Marconi Museum

It was a lot bigger event than I had anticipated!! Twelve Z's from San Diego, including Ed Peterson's 250 GTO disguise, tooled up to Orange County pausing at Governor Drive and the Pendleton Rest Stop to gather reinforcements. The parking lot in front of Motorsport Auto, as well as the street and two adjacent parking lots were brimming with Z's. There were about 40 Z's entered in the show, including Bill Black and Ben in the Stock Class and Ed presumably in the Custom. Herve Oulette's silver killer Z, as featured in Z CAR Magazine, was there, as was Don Hazen, the magazine's publisher. There were about 80 more Z's on the street and adjacent parking lots. It took 4 tries and a 15 minute wait before I got my turn to liberate some greenbacks. Sal must be very happy, but tired. I'm sure this will be done again next year.

About 12:30 we went to the Marconi Museum, but it was closed. A sign in the door said that during the winter (???) the museum is open by appointment only. It will give us an excuse to make another trip. As all of the cars cranked up to leave for home I discovered *three great truths*: 1) A CB radio is a good thing to have, 2) your Z Club bud's won't leave you stranded, 3) after 15 minutes of diagnosis we found out that a fuel pump kill switch is a very effective deterrent to theft. That's right, I turned off the kill switch for the fuel pump and forgot to turn it back on before I tried to start the car.

We capped the day with a drive home over the famed, fun and beautiful Ortega Highway.

Lance

Tech Tip

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

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 second 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 moderately inexpensive (stage II) upgrades while the last article will focus on more expensive (and more extreme) performance upgrades.

Stage II modifications are designed to improve handling and increase horsepower without adversely affecting ride quality or driveability. Let's start with engine upgrades.

Once you have replaced the air intake and exhaust systems (stage I modifications) the next logical areas for improvements are the cam, head, throttle body, and intake manifold. The stock 280Z cam produces peak horsepower at a relatively sedate 5,600 RPM; in my experience, revving a stock 280Z engine beyond 6,000 RPM produces more noise than power. A mild aftermarket cam can substantially improve top end power with little or no decrease in low end torque. I recommend a mild street or slalom cam to retain the car's streetability. Moreover, I do not advise running a full-on race cam. Race cams move the power band far too high for street use. If you plan on autocrossing your car, be aware that running a non-OEM cam will move your car from the Street Prepared class to the Prepared class.

(Continued on page 4)

Upcoming ZCSD events

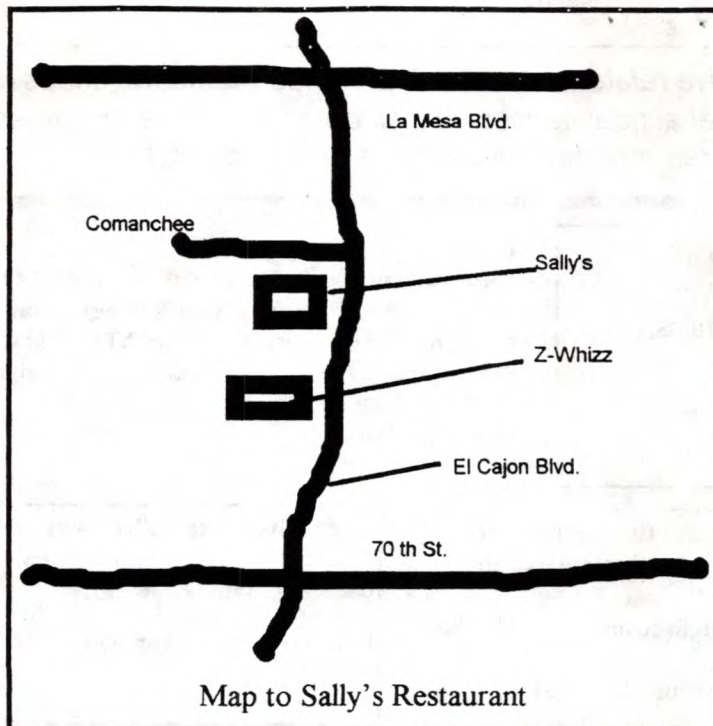
May 4 - The ZCSD plans to make a more impressive showing at the Internet Z Car Club picnic this year. We'll be making more plans at the next meeting.

May 16 - Group Z in Orange County has arranged a Dyno Night at JG Engine Dynamics in Alhambra and has invited interested ZCSD members to join. Call Jerry Peterson (818) 248-0444 for more info.

May 23 - Prove 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 fastest drivers still have bragging rights. 7:00 - 9:00 at the Malibu Grand Prix on Miramar Road 1/4 mi west of Camino Ruiz.

June 8 - It'll be different! El Cajon Speedway ain't used to our little cars. We might get to show them off during a parade lap, but if we don't we can still have a ball watching Stock car and train races.

July ?? - Up the Palomar Mountain with Group Z. More details later.



Map to Sally's Restaurant

The Z Car Club of Colorado sent us a letter advising that Nissan questions the Return On Investment of sponsoring the National Convention. **Please** send the Census form (filled out, of course,) to Mary Ann Denney, P.O. Box 260078, Lakewood, CO 80226-0078. Please do it before May 15. Hopefully we can show Nissan that Z owners are worth supporting and give a good ROI because of the Maxima's, Quests, Hardbodies and parts that we buy.

This month's meeting

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

Datsun/Nissan Census

Name _____

Z Club Affiliation _____

Z's presently owned _____

Z's previously owned _____

Other Nissan products owned now _____

Other Nissan products previously owned _____

Nissan products owned by relatives _____

Local and Regional automotive related events

<u>When</u>	<u>What</u>	<u>Where</u>
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	Embarcadero 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.

1977 280Z, metallic blue/black. 4-sp, 124 Kmi. Air, new tires, aftermarket mags, + stock wheels. No rust, garaged, perfect condition. Second owner, all records. \$3495/ offer.

John Mosby (619) 434-8548

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

1972 240Z 4 sp, Silver w/red/black interior. 59,000 original miles, garaged. Gorgeous.
\$10,000, negotiable.
Lou (401) 333-0305 [RI]

(Continued from page 4)

Once you get a feel for the course, the red mist sets in. When you hit the racing line just right, it feels like you are in a slot car as you are flung from one corner to the next. In the Mustangs, straight away speeds approach 90 mph down the front straight before you must lift off the throttle to enter turn 1. Turn 1 resembles a high speed lane change - no braking is required. When turns 3-6 are bypassed (as in day two) braking begins just after the apex to turn 1. Braking continues in a straight line through turn 2 as you complete your heel-and-toe downshift from third gear to second gear. Entering turn 2a, a long, sweeping left-hander, you trail off the brakes which makes the car turn in quicker by maintaining the weight on the front tires. (Don't try this with a rear-engined car! See day four.) Turn 7 comes quickly as you clip the apex, grab third gear, and continue accelerating through turn 8. Before reaching turn 9 you must brake hard and downshift to second gear. Turning in at turn 9 you can see the apex to turn ten and the entrance to turn 11. If you hit turn 9 just right, no braking is required and, with a slight turn of the wheel, you are rocketed in toward the apex in turn 10. Next, you clip the apex at turn 10, nail the throttle hard, touch your exit point and stand on the brakes just before turn 11 - the entrance to the hairpin. As you stand on the brakes, you downshift to second and make a hard left entering turn 11 where the pace slows to a crawl. The g-forces pull hard on your head and

neck as you enter turn 12 and the exit is tricky, since you must accelerate quickly and grab third gear before turn 13, the carousel. It can get a little squirrely at this point and opposite lock may be required to straighten out the car. The carousel is by far the most challenging corner on the racetrack. After shifting to third, you must maintain 2/3 throttle and immediately look for both your apex and exit point. At the apex you squeeze the throttle and let the car drift out to the exit point (as in the throttle steering exercise on day one). The throttle is all the way down when you reach the exit and you maintain that pace for a few more seconds. Before turn 14, you stand on the brakes again and downshift to second gear. You trail the brakes entering turn 14 and accelerate at the apex. Here you have two choices. You may shift to third between turns 14 and 15 or wait until you exit turn 15.

Whichever approach you choose, you must maximize your exit speed since turn 15 leads onto the front straight where you are back on the throttle hard again until lifting for turn 1 to begin the next lap.

At the end of the day, we were informed that our group would be the first to complete the Bondurant school's revised four-day course featuring a half day session on the SCCA's General Competition Rules (GCR). The purpose of the revised course design was to enable

Fiberglass front end: Similar to "G" nose, but w/ "944" style flares. Needs lengthened hood. \$150.
Gary (619) 747-4963

1985 300ZX Turbo, Auto, T-Tops, 30K original miles, loaded. Black/Tan, louvers. New injectors.
\$7250
Alan (619) 558-8528

students to obtain an SCCA novice permit immediately following the four day course (i.e., without attending the SCCA's GCR school). The session involves coverage of basic GCR procedures in ground school followed by four practice starts and two five lap races.

Donn Vickrey -
Contributing Editor

The Chicago Club is trying to convince some Matchbox and Mattel Hot Wheels toy people to re-issue models of Z Cars in gift pack sets.

Write:
Matchbox Toys
Subsidiary of Tyco Toys, Inc.
Mt Laurel, NJ 08054

and:
Mattel Consumer Affairs
333 Continental Blvd.
El Segundo, CA 90245



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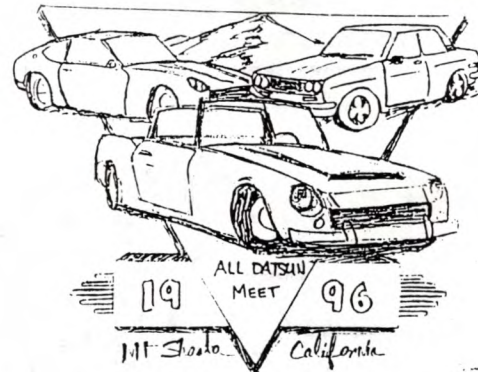
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ALL DATSUN MEET

Mt. Shasta, California

JULY 12-14, 1996



The object of the weekend is to enjoy some fun events with friends and our Datsuns.

There will be a Swap Meet, Rally, Gymkhana, Autocross and Group photo as part of the planned activities. The Show and Shine (car show) will have classes for Roadsters, 510's and Z's. Meals will be sold by separate tickets at \$25.00 for Adults, \$15.00 for children; includes buffet breakfast and banquet dinner on Sat.. Meals will be available by pre-registration only. There is fun for young and old. Kids are welcome at no additional charge, limited baby-sitting / activities will be available. Activity ticket: \$25.00 per person, includes 1 entry to Car Show, Gymkhana, Autocross, Rallye, Modesto Coast, & Participation plaque; Swapmeet available at no extra cost. Cars must pass a safety inspection, done at the site, in order to participate in the Autocross or Gymkhana events. No leaks, batteries bolted down, seat belts and tight wheel bearings are required to pass the safety inspection. Loaner helmets will be available. Absolutely no alcohol or drugs will be permitted in the Autocross/Gymkhana area.

EARLY REGISTRATION DISCOUNT GOOD UNTIL JUNE 1, 1996

EARLY REGISTRATION / AFTER JUNE 1

Activity ticket:	\$25.00 per person	/	\$30.00 per person
Adult Meal ticket:	\$25.00 per person	/	\$30.00 per person
Children 5-10 Meal ticket:	\$15.00 per child	/	\$15.00 per child
Activity ticket at the event, CASH ONLY:	\$35.00 per person		
(activities only, no meals tickets available at the event.)			
Event T-shirt pre-order:	\$10.00 base, colors of your choice added at the event \$5.00		
T-shirt purchase at event:	\$15.00 base, colors of your choice added at the event \$5.00		

DEADLINE FOR MAIL IN ENTRY MUST BE RECEIVED BY FRIDAY JUNE 28, 1996.

SEND COMPLETED COUPON TO: ALL DATSUN MEET
8683 Glen Arbor Rd.
Ben Lomond, CA 95005

For Information Call:
(408) 336-2444
(707) 987-0759

MAKE CHECKS PAYABLE TO: NorCal UFO

Shasta Volunteer Roster

Shasta 1996 Registration

Names _____ total #adults _____ total #children _____ children's ages _____

Names _____

Address _____

City _____ Prov/State _____

Country _____ Postal/Zip _____ Club Affiliation _____

Phone(_____-_____-_____) Car Model/Year _____

T-shirt orders: \$10.00 - Do Not include \$5.00 for colorization (payable at event)

Please indicate size / quantity needed.

small _____ medium _____ large _____ xlarge _____ xxlarge _____

TOTAL AMOUNT ENCLOSED: _____ UNITED STATES FUNDS ONLY

Names _____

Check all of the events you want to help with.

- Technical seminars (find speakers)
- Prize donor
- Registration package helper / Thurs. PM
- Poker Rally / Friday AM
- Gymkhana helper / Friday PM
- Photo Shoot parking staff / Sat. AM
- Swap Meet Set Up Crew / Sat AM
- Autocross Helper / Sat. PM
- Daycare Helper / Fri. & Sat. PM
- Friday Night Pot Luck helper



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 _____

☐ New member (\$25) *

Address _____

☐ Renewal (\$25)

City _____ State _____ ZIP _____

☐ 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 privilege.



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.