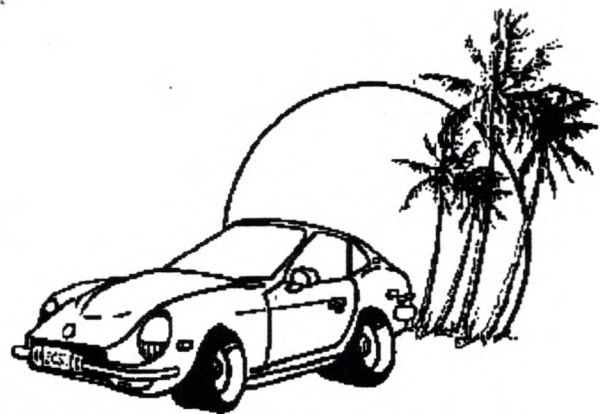


The Z-Club of San Diego Newsletter



Z Club of San Diego

May, 1996

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

- > June 4 Meeting @ Sally's, 7:00 PM
- > June 8 El Cajon Speedway,
- > June 25-28 9th Annual Z Car Club Convention,
Denver, CO - call Clif.
- > July 9 Meeting @ Kate Sessions Park, La
Jolla, 6:30 PM
- > July 21 Mount Palomar Run/picnic
- > August 3 or 4 Vintage race at El Toro airfield
- > September 21 Rally using fast food checkpoints

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 membership chairman tells me we have 51 members in the club as of the end of renewal time. Thank you all for getting the money to us in a timely fashion. Of course we are happy to welcome new members at any time. With the discounts that we receive all over town, it pays for itself.

We received correspondence from Mike Taylor the ZCCA president, with the proposed agenda for the national meeting which will be held at the convention in Denver. If you have any concerns you would like our representatives to voice, please tell me or Dennis Darnall. On the proposed agenda are:

- Funding of ZCCA and traveling convention fund
- Insurance quotes
- Charter member plaques prepared (vote on definition)
- Introduce new clubs
- Committee reports: Data, Car show judging, Financing, Convention.
- 1997 convention- York, Pennsylvania
- 1998 convention bid presentations
- Nomination of Executive Director
- How to develop Nissan's future support

With summer weather here, the board suggests we do a few picnic type evening meetings instead of being inside a restaurant. Not the June, but the July meeting will be at Kate Sessions Park in La Jolla, and not on the first Tuesday, (members going to the national convention won't be back yet) but on TUESDAY JULY 9 AT 6:30pm, bring your own picnic dinner and enjoy the fabulous view as we have time to chat and check out all the Z cars in the club.

The August meeting will be announced and if July is successful, be a similar picnic at the beach or other stunning location.

Join us Saturday June 8 for the Cajon Speedway Races. Meet at the In and Out Burger corner of Bradley and Magnolia in El Cajon at 6:00pm. We'll then caravan to the speedway around 6:30.

Ed Peterson has done a fabulous job on the magnetic door signs with the club logo, and has them for sale at \$7.50 each. You'll want yours for the next club drive!!

Speaking of which, July 21 will go to Mt. Palomar, August 18 annual beach party, and September 21 fast food road rallye.

Keep Z faith

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 May 7, 1996 Meeting

19 members and four visitors attended.

Clif called the meeting to order at about 7:30, with a round of introductions. The minutes were approved with two corrections: Dennis called the meeting to order in Clif's absence, and the cost of the magnetic door signs is \$7.50, not \$7.00.

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: About \$800 in the treasury.

Membership report: We have 52 paid members, 12 have not renewed from last year, 4 are new.

Events: See the cover and the next page for upcoming events. Evan and Ed recapped the IZCC picnic.

Lance passed around a survey form from the Colorado Club to try to spark Nissan's interest in sponsoring the Convention in the future, Clif passed a form from White Rose about events of interest for the 10th Convention.

Dave Mihalko arranged a speaker from Nology Engineering who introduced their line of ignition wires, plugs and coils, which promise a hotter spark and better combustion.

Ed Peterson won a certificate for a dash pad provided by Surfside Nissan, courtesy of Tony, Gary won a T-shirt with 4 Z pictures on it, Rob Calderhead won 5 laps at Malibu; Dave Platt won the 50/50 (\$30).

Lance Wills

LAST MONTH'S FUN STUFF

Thursday night, May 23 the air around Miramar was ripped and split by more than the roar of the magnificent F-14 Tomcat engines - The Z Club of San Diego added to the din by firing the powerful engines of the Malibu Grand Priz cars for our fourth annual assault on the asphalt.

On the next page is a table of the results of our annual forray to the field of battle. Where one man and one woman can lay claim to the bragging rights of being the fastest driver in ZCSD, and the rest can only hang their heads in shame. There is no trophy for second, there is First or nothing. As you can see, new member Robert Horton and his wife Diana filled their house with trophies as they swept the competition into the gutters.

But that ain't where the money went. As is our tradition, we all had to wait until the running of the Indy 500 (the real one in Indiana, not the one in Michigan) to find out who got the winnings of the Indy pool. Again looking at the table on the next page, you can see that Buddy Lazier brought \$50 to me, Davy Jones delivered \$30 to Rick Ball and Dave Platt is \$20 richer as a result of Richie Hern surviving the last lap carnage of the Indy race.

Next year be there as the tradition continues.

Lance

Tech Tip

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

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 third 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.

The intake manifold should be port matched to the head with the primary intake tract opened up and "roughened" to create a swirling effect. The cost is approximately \$200. For autocross purposes, the intake manifold is unrestricted if you are running in the street prepared class. However, for road racing, ITS rules do not allow modification of the intake manifold.

The output of a stage II engine will range from 175 net horsepower (at the flywheel) for ITS and Solo II (street prepared) engines to just under 200 net horsepower for an L28 engine with a mild cam, ported/polished 240Z head with larger valves, modified intake manifold, and big bore throttle body.

While these figures may sound "low" it is my belief (based on my own research and discussions with several reputable engine builders) that claims of 200+ horsepower for stage II style engines are the result of dyno "tricks", reporting gross horsepower ratings instead of net

(Continued on page 5)

Upcoming ZCSD events

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.

June 25-28 - Call Cliff to check on arrangements for going to the 9th Annual Z Car Club Convention, this year being hosted by the beautiful Colorado Club in mile high Denver.

July 9 - Note the different meeting night and place. The Second Tuesday, not the first Tuesday, and at Kate Sessions Park in La Jolla, not at Sally's. Combine picnic with Z Car Club Meeting and get two, two times the fun. Bring lawn chairs and food.

July 21 - Out Rt 8, take the Sunrise Highway, then up the Palomar Mountain, have a picnic and check out the picture they took of us last year.

August 3 or 4 - Remember how much fun the Palm Springs races were? El Toro marine Air Base is closer and you can also see the monster airship hangers.

August 18 - Beach party at Ski Beach in Mission Bay

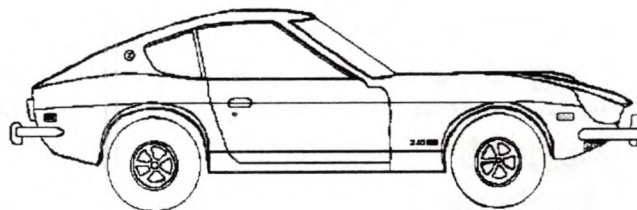
September 21 - Food rally - The fast food place receipt will be the check point time stamp in this different but unusual rally.

Name	Avg.	Indy Driver	Start	Finish
Robert Horton	56.3725	Tony Stewart	1	24
Rick Ball	56.5575	Davy Jones	2	2
Ed Peterson	57.55	Elisio Salazar	3	6
Pat O'Neill	57.6925	Eddie Cheever	4	11
Lance Wills	57.92	Buddy Lazier	5	1
Dave Mihalko	58.0375	Roberto Guerrero	6	5
Ben Pila	58.235	Alessandro Zampedri	7	4
Clif Yaussi	58.61	Michel Jourdain, Jr.	8	13
Bill Black	58.6675	Buzz Calkins	9	17
Diana Horton	59.3675	Davey Hamilton	10	12
Scott Peach	59.4125	Mike Groff	11	20
Dennis Darnall	59.5375	Michele Alboreto	12	30
Miguel Baragos	61.25	Stephan Gregoire	13	27
Jim Wildermuth	62.235	Mark Dismore	14	19
Dave Platt	62.78	Richie Hern	15	3
Barbara Stuhr	63.3825	Johnny Unser	16	33
Connie Reich	92.3525	John Paul, Jr.	17	31

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.

Clif is asking for suggestions to improve the Club. If you have any ideas, gripes, pretty please, etc., call Clif or the Hot Line. Remember - the Club Officers are here to work for you and make the Z-Club better. We can't read your mind, so you have to call or come to the meeting to let us know what you want. Writing is good too!! Send letters to the editor or Clif or to the Club address.



In the March Newsletter we started a four part story written by Donn Vickrey, Contributing Editor, about Bob Bondurant's driving school. The remaining parts will be printed in next month's Newsletter.

Day three started with ground school followed by additional track time. After about five laps, we began the lead and follow process to further refine our line. Subsequently, Howard rode with me for a few laps to assess my progress then took the wheel to emphasize some areas to work on. I was really screaming through the course now - just in time for the introduction to turns 3-6.

The instructors briefly introduced turns 3-6 (the "Maricopa oval") before turning us loose on the track. This was the turning point in the course for me. Adding turns 3-6 really changes the character of the track.

The changes are apparent immediately. If you can make it through the entrance to this section without backing out of the throttle, you know you have what it takes to be a race car driver. If you can't, the Formula Fords are going to be a handful. With the new section in place, turns 1 and two require no braking. After lifting slightly before the entrance to turn 1, your back on the throttle through both turns and headed uphill for turn 3.

Turn 3 must be taken flat out and blind. Here, you clench your teeth and squint like Clint while you try to keep your foot in the gas. With your foot still planted firmly in the throttle, you crest the hill and turn toward the apex. Once again you can see where you are headed and the nausea dissipates. You continue to run flat out until you reach the braking point for turn 4, a hard, 180 degree left hander. Turn 4 is the most dangerous corner on the track since you must scrub off a tremendous amount of speed before entering the turn. To make matters worse, if you go off course there is very little run-off room between the track and the tire wall. If you are lucky, the gravel pit will slow your progress sufficiently. But, if you go off too hard, you will inevitably test the strength of the chain link fence behind the tire wall. One of our group members went off here early in the session. He's lucky that the gravel kept him from tagging the wall since he was the only one that declined to purchase the \$50/day collision insurance! Exiting turn 4 takes you into the chicane which is comprised of turns 5 and 6. In the Mustangs, you take these two turns flat out in second gear and shift to third just after you leave the new section of the course.

The afternoon session began with ground school where we reviewed the GCR. After about an hour, we headed back to the track to practice our rolling

starts and get ready for the afternoon races. First, Howard and the other instructors provided a demonstration of starting procedures. Howard also gave us some good tips for picking up places at the start. To facilitate the practice starts, and to ensure safe racing later, the group was split in half. I was a little slow on the take and missed getting in group one. So I had to sit on my helmet while the first group went racing.

It was pretty entertaining. In both races, the cars ran nose-to-tail and the competitive conditions caused some pretty creative lines. The sounds produced by the race-prepared Mustangs were awesome - zoom, vroom, screech! As the first session came to a close the adrenaline really started pumping.

The first group completed their practice starts and races without incident so it was time to climb back into my Mustang. I fired up the engine and headed for the back side of the track for the first practice start. Each participant was allowed to start from each position (1-4) during the practice session. I started from fourth position on the first run. I decided to use Howard's suggestion to try to anticipate the pole sitter's start. When the green flag waved, I timed it perfectly and out accelerated the number 3 car

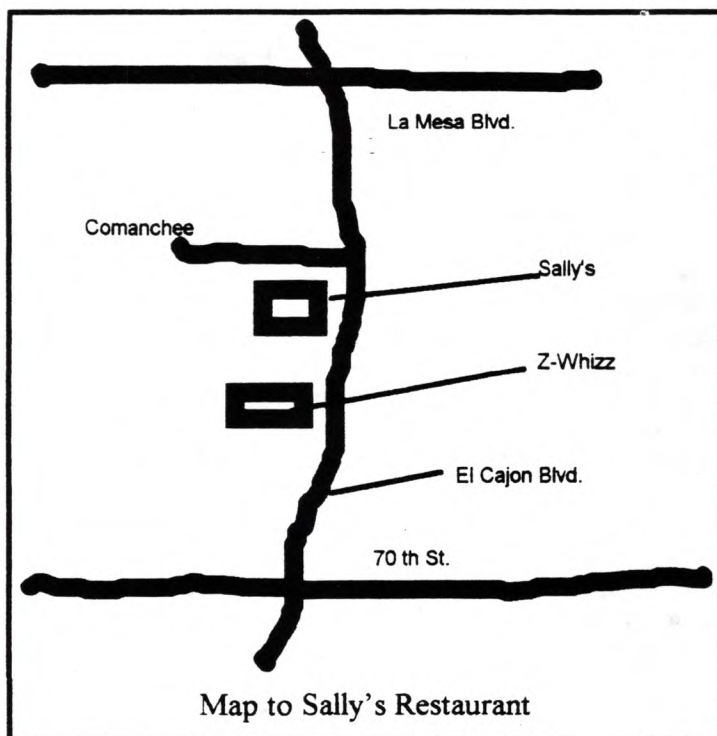
(Continued on page 7)

(Continued from page 3)

horsepower ratings, and/or dishonesty. Once you've installed the stage II engine modifications, the stock suspension components will not be up to the task for autocross, road racing, or even spirited drives back country roads. For most street applications a set of anti-roll bars, good springs, and performance gas struts (which were also discussed in the first performance article) will be more than adequate. For street use, I prefer running a set of relatively heavy front and rear bars with variable rate springs. On my autocross car, I run Suspension Techniques front and rear bars with Eibach pro kit springs. The Eibach springs are an excellent compromise for street and track purposes and the heavy. However, since they are not race springs (they are not quite as stiff), I run the Suspension Techniques bars to stiffen the springs in roll, without stiffening them in roll. However, to be win consistently in ITS racing or Solo II National Tour events, a set of racing springs will be necessary. In addition, to be competitive in motorsports, a set of adjustable struts are also necessary to tune the car for transient conditions. For a good compromise between street and track applications, Tokico makes 5-way adjustable shocks for a 280Z. The list price for the Tokico "Illumina" struts is \$150/ea. with mail order firms such as RD Enterprises (800-683-2890) offering prices as low as \$108/ea.

Another problem area that needs to be addressed is the car's camber settings. Negative camber (the top of the tires are tilted inward toward the strut assembly) improves handling by maximizing the tire contact patch in hard cornering. After installing the Eibach springs on my car, I found that I had only 1/4 degree of negative camber up front and 1/8 degree of positive camber in the rear. For optimal street handling, with minimal inner tread wear, I recommend running between 1 and 1.5 degrees of negative camber, front and rear. For racing purposes, 2.5 to 3 degrees of negative camber is not uncommon. There are two "bolt on" methods for increasing negative camber in a 280Z. The easiest and least costly alternative is installing a set of camber (or eccentric) bushings.

(Continued on page 8)



Next meeting June 4,
7:00 PM will be at Sally's (see map to Left to get to Sally's)



You just don't know when Z People will pop up !!

A Customer of the company Dennis and Lance work for inquired of the secretary about the two nice Z Cars parked out front. After some quick introductions we gave Uwe Hanson of Hanover, Germany several pounds of newsletters, vendors catalogs and other Z info to take back, as well as the address of the Z Club of Germany. We chatted Z Car stuff during breaks for the next four days and had dinner and a picture session on Thursday night. Our colleagues were ammazed at the instant cammeraderie we had, and I dare say some were jealous !! Uwe has a 280ZX very much like Dennis's and he was intrigued by the 2 seat model as they are very rare in Germany.



Local and Regional automotive related events

<u>When</u>	<u>What</u>	<u>Where</u>
June 9	Car Show	Deer Park Winery, Escondido, CA
June 25-28	Z Car Club National Convention	Denver, CO
August 2-4	Vintage Racing	El Toro Air Base, Tustin, CA
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

1972 240 Z, 4-sp, Silver//Red/Black. 59K Mi. Garaged, Gorgeous !!! \$10,000 - Negotiable.

Lou (401) 333-0305

1973 240Z, Auto, 280 engine. Green/Tan, never wrecked. Mags, new brakes front. 154K Mi \$650. Chuck 275-6678 (D), 487-4784 (N)

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

1977 280 Z, 4 Sp, Excellent Cond. New paint, tires, alarm, sheepskins, carpet. Garage kept, 64K Mi. \$7400

Tara (619) 443-4660 - Serious inquiries only, please.

(Continued from page 5)

before shutting down at the end of the strait (where practice starts ended). The rush was phenomenal. The second and third practice starts were uneventful since the others were on to my antics.

But, for the last practice start, I was on the pole. I used Howard's "sandbag" technique and slowed the field to a crawl as we approached the tower. When the green flag waived, I hesitated briefly to keep the others guessing. It worked and I was able to get a good jump and maintain the position until the shut-down point.

Now it was time to race. In the first race, I started from the fourth position. Unfortunately, there was no opportunity to pass the number three car so I stuck on his bumper like a pitbull on a mailman. The sensation was awesome. I was definitely hooked on racing at this point. All of the participants drove extremely well and less than a car length separated each car at the end. The instructors also gave us practice responding to flagging procedures during the race sessions. In the first race, we were given a red flag on lap two. So, we had to come to a complete stop, then the pace car lead us out for a restart. Too bad everyone was on to my starting tactics by then.

The second race was incredible from

my perspective. This time, I got to start from the pole. As in the last practice start, I kept the field at a crawl and hesitated briefly at the green flag. Then I nailed the throttle and screamed down the front straight maintaining a half car length on the second place car. I ignored my throttle lift reference point initially and went deep into the corner. This maneuver enabled me to keep the first position but cost me a little speed coming out of the corner. Throughout the race, I pushed the car as hard as I possibly could. The car ran flawlessly and somehow I never put a wheel wrong. The instructors staged a yellow flag this time but I maintained the first position on the restart.

Somehow, the second place car and I managed to put a few car lengths between ourselves and the third and fourth place cars by the end of the race. But, it wasn't much - the racing was extremely close. As I took the checkered flag, the day came to a close. I wished we could have continued to race into the night. Eight hours of track time simply wasn't enough for me.

Donn Vickrey -
Contributing Editor

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

Cannon Manifold & Linkage
(3) Weber 40 DCOE Carbs
K&N Filters
Velocity Stacks
\$400
Chuck (275-6678 (D) 487-4784 (N)

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

(Continued from page 5)

These metal/delrin bushings install in about 1 hour and will yield approximately 3/4 degree of negative camber (when running springs with a 1" drop in ride height). The cost is \$150 for the pair (front and rear). To gain more negative camber, a set of four camber plates will be necessary. Camber plates require that you notch the strut tower which allows the position of the strut assembly to be altered for more negative camber. Motorsport Auto sells a set of camber plates and coil over springs for approximately \$1,000. These units yield the greatest increase in negative camber but cannot be used with other springs. Dave Turner Motorsports (800-854-6640) also sells a set of four camber plates for Z cars. The cost is \$250 and they can be used with any spring brand or type.

Finally, once you've improved your 280Z's engine and suspension, a set of 15" or 16" wheels is necessary to realize the full performance potential of your car. Unfortunately, tire manufacturers no longer offer their best high performance street tires in a 14" diameter and finding a set of 15" or 16" wheels for your 280Z is not an easy task. The Z car is very sensitive to increases and decreases in track width, which can cause abnormal vibrations that you will feel through the steering wheel. For street use, I recommend a set of 7" wide wheels with "0" offset (4" of backspacing). Do not buy cheap wheels. Cheaper wheels are often out of round and can be virtually impossible to balance. When you have your wheels installed, watch the installation procedure to make sure that the wheels are not out of round. I'm currently running Panasport 15" X 7" Minilite wheels. These wheels are extremely durable and weigh only 20 lbs. If you have good negotiation skills, you can purchase them for around \$180 each. Once you've selected your wheels, you'll have too many tire choices to list. Currently, the best high performance tire buy is the BF Goodrich Comp TA. Michelin recently bought out BFG and is using a new compound in the Comp TA. The tire sticks like glue yet has a 220 tread wear rating. The cost is about \$135 each through Discount Tire or Tire Rack. For autocross purposes, a lightweight 15" X 8" wheel is the "best" choice. However, to my knowledge, no manufacturer mass produces a LIGHTWEIGHT 15" X 8" wheel for a Datsun Z. Thus, a custom wheel will most likely be necessary. The "best" autocross tire is no less controversial than the "best" head. Most autocrossers swear by the BFG Comp TA R1 compound. However, the nation's fastest BSP Z runs Yokohama A008 RSIIIs (225/50-15). The cost of the Yokohamas is about \$125 each through the two mail order tire suppliers. Unfortunately, for ITS racing you must make due with 14" wheels. However, Toyo and Yokohama make excellent road racing tires with stiffer sidewalls that tend to compensate for the taller sidewall profile.

Donn Vickrey, Contributing Editor

TWEEKS

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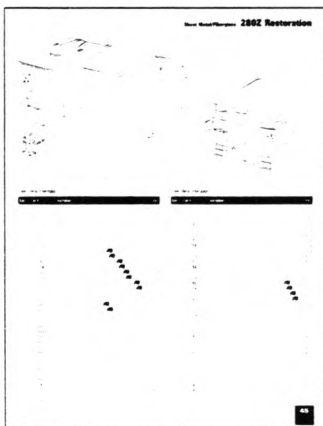
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ROCKY MOUNTAIN RENDEZVOUS

9th ANNUAL NATIONAL Z CAR CONVENTION

June 25-28, 1996



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

Hosted by the Z Car Club of Colorado
OPEN TO Z ENTHUSIASTS WORLD WIDE!

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: _____

	<u>by April 30</u>	<u>by June 1</u>	<u>after June 1</u>
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 ____ \$20.00 2nd driver	____ \$45.00 1st driver ____ \$20.00 2nd driver	____ \$50.00 1st 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!**

TUESDAY, JUNE 25

12 noon - 10:00 pm
2:00 pm - 5:30 pm
3:30 pm - 5:30 pm
6:30 pm - 8:00 pm
9:00 pm - ???

Registration Desk Open (Lobby)
Road Course Time Trials: Tech. Insp.
Training for Concours Judges
Reception (Cash Bar)
Texas Chili Feed

WEDNESDAY, JUNE 26

6:30 am - 10:00 pm
10:30 am - 4:00 pm

Registration Desk Open (Hosp. Suite)
Seminars

Concours de Elegance (Heritage Square)

7:30 am - 9:30 am
10:00 am - 4:30 pm
4:30 pm - 5:00 pm or
7:00 pm - 7:30 pm
5:00 pm - 7:00 pm
7:00 pm - 11:00 pm
8:00 pm - 10:00 pm

Set-up
The Show
Move Out
Bar-Z-Que (Heritage Square)
Road Course Time Trials: Tech. Insp.
National Association Meeting

THURSDAY, JUNE 27

6:30 am - 8:00 pm
8:00 am - 5:00 pm
10:00 am - 4:00 pm
5:00 pm - ???
8:00 pm - 10:00 pm

Registration Desk Open (Hosp. Suite)
Road Course Time Trials
Stapleton Track
Seminars
Open Evening
National Association Meeting

FRIDAY, JUNE 28

6:30 am - 9:00 am
7:30 am - 8:30 am
8:30 am - 4:00 pm
10:00 am - 11:00 am
2:00 pm - 3:00 pm
3:15 pm - 5:15 pm
6:30 pm - 9:30 pm

Registration Desk Open (Hosp. Suite)
Rocky Mountain Tour
Staging & Instructions
The Tour - includes lunch
Seminar
Seminar
Nissan Racing Videos
Banquet & Awards

THE STOUTER 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

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 _____

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:

<input type="checkbox"/> Part/Service discounts	<input type="checkbox"/> Technical information	<input type="checkbox"/> Shows	<input type="checkbox"/> Other _____
<input type="checkbox"/> Rallys	<input type="checkbox"/> Autocross	<input type="checkbox"/> Tours	
<input type="checkbox"/> Parties	<input type="checkbox"/> Picnics	<input type="checkbox"/> 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.