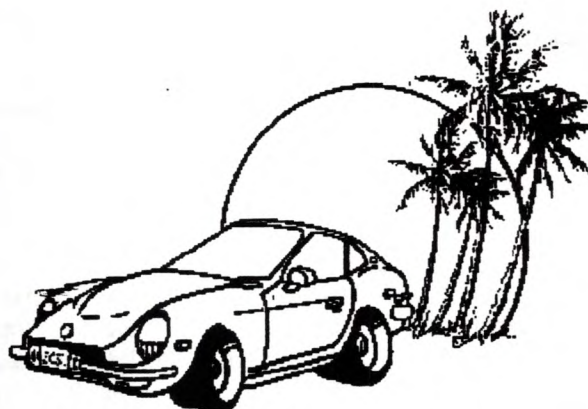


The Z-Club of San Diego Newsletter



Z Club of San Diego

June, 1996

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

- > **July 2** **DO NOT GO TO SALLY'S FOR THE MONTHLY ZCSD MEETING**
- > **July 9** **DO GO TO THE ZCSD 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 following is to be read in your or acquaintances best Charles Kuralt impression voice):

I am now sitting at the tiny table with my weary body feeling every jolt of road that has pounded us on our way to the National Z Car Club Convention in Denver, Colorado. Grand Junction, CO is where we call home tonight. Another Budget Motel, another Denny's breakfast. Will Denver never get here? Our weary band of tired Z's are peacefully finding rest in the cool of the night, while their drivers do the same in beds far from home.

Actually, Dennis Darnall, Dave Platt, his daughter Michele ~~and my~~ wife Marcia and I are having a great time in the 10 car caravan that left the meeting place with Group Z of Orange County. We covered 350 miles on Saturday, stopping along the way several times for gas, potty and food. We did some gambling in Mesquite, NV just before crossing into Arizona's corner and on into Utah for the night at St. George. It was 95 + degrees all day, but no mechanical failures and no tickets. Dave Platt won \$8 on a 5¢ slot machine.

We departed at 8:30 AM for the days 387 mile drive to Grand Junction, Colorado. About 2 hours into the drive, after a spirited high speed run by a few Z people, one of the Z's threw a fan belt, but it was probably the frozen water pump that precipitated it. So, picture 10 Z's on the side of I-70, 8 guys with their heads under one hood, parts and tools coming from every hatch. Group Z had a spare water pump courtesy of Sal at Motorsport Auto. Dave Platt had the extra fan belt and Dennis helped the guy do the work. In about an hour we were all moving again - thru fabulous scenery and empty country of Utah. We hit Grand Junction, our rooms were waiting and we went our way for dinner. Dennis, Dave and daughter, and Marcia and I went on a tour of the Colorado National Monument, a 26 mile drive along the rim of a miniature Grand Canyon. Red walls of rock dropping off into a 2000 foot canyon. "Arched windows, rock spires and natural monoliths- all thrown by the hands of wind and rain over millions of years."

Tomorrow we go 289 miles into Denver and the start of an exciting week.

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 June 4, 1996 Meeting

22 members and three visitors attended.

Clif called the meeting to order at about 7:35, with a round of introductions. The minutes were approved as printed in last months 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 [if you read this, it is too late to go, see Yauzzi sez, above]. Available at the Convention for \$20, or \$25 thru the mail, will be a 17 X 22 print of the Convention logo with Mr. K's autograph. Clif passed out the monetary awards from the Indy Night at Malibu - Y. T. won the \$50 prize, Rick Ball won the \$30 and Dave Platt won the \$20 prize.

Treasurer's report: About \$800 in the treasury.

Membership report: We now have 54 paid members, 1 renewed from last year and 1 is a new member.

Events: See the cover and the next page for up coming events. Ben told us about a regional all Z get together sponsored by some people from ZONC. It will be Sept. 27, 28, 29 at Dublin CA (30 miles west of San Francisco) and benefit MADD. **Next month's meeting is at Kate Sessions Park in La Jolla at 6:30 on July 9.**

Historian: Evan has compiled a photography binder with pictures of the ZCSD history and asks that we give him copies of pictures and old event flyers to add to the collection.

Clif then showed a tape of the Automobiles show on the History Channel that featured the Z Car. I laughed, I cried - especially when Mad Mike Taylor's countenance was displayed - right there where innocent (?) women and children might see it. We are grateful to John and Michele Forsman of the New Mexico Z Club for sending us the tape, no one here had the History Channel in time to tape the show when it was broadcast. Contact Bill Black if you would like a copy of the tape.

Ed Peterson won a pen and pencil set donated by Dave Turner Motorsports, James Kerns won a calculator; Bill Black won the 50/50 (\$29).

Lance Wills

Z Cars in the Press

Grass Roots Motorsports May/June issue had a story about the 240/260/280 Z cars history, racing history and about upgrading the Z's performance. There was also a list of clubs, and yes, the ZCSD is there.

~~Autoweek~~ June 17 had an article about the likelihood of Z Cars appreciating significantly in value. The answer: don't count on it. The article, by Keith Martin, suggests that the Z be appreciated "for what it is, not what it could be worth" - duh !!! He also recommends avoiding the 1973 to 83 cars because "their beauty decreased as their weight increased." We know this to be true because the number of Z's sold per year and the record on the race track went to hell from 1973 on - NOT!!!

Results of the "What do you drive ?" census:

In the April issue of the SDZC Newsletter I published a census form from the Colorado Club that asked what model of Z you owned and what other Nissan products you and/or relatives owned. The Z Car Club of Colorado has published the results on the internet, Ed Peterson has provided them to the Newsletter:

312 responses from 31 Z Clubs; 860 Z's and 1,382 Nissan products.

8.33 % have a Z and a pickup; 8.01% have a Z and a Maxima; 4.8% have a Z and a 510; 4.2% have a Z and a Sentra; 85.6 % own another Nissan product or have a close relative that does.

What about the distribution of Z models? 240 Z - 53.2%; 260 Z - 10.9%; 280 Z - 27.9%; 280 ZX - 18.9%; 300 ZX (Z31) - 15.4%; 300 ZX (Z32) - 14.1%.

The results have been given to Nissan in hopes to move them to sponsor the Convention in the future.

Upcoming ZCSD events

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. Meet at Sally's parking lot at 9:00 AM or the bank parking lot at Carroll Canyon Rd at 8:15 AM or 76 gas station at Bear Vally Parkway, Escondido at 8:00 AM. Bring your CB, picnic lunch and a full tank of gas.

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.

In the March Newsletter we started a four part story written by Donn Vickrey, Contributing Editor, about Bob Bondurant's driving school. Here is Part 4.

DAY FOUR

We started day four in ground school with Howard covering the basics on Formula Fords. Next, we exchanged the helmets we used on days two and three for full-faced helmets and arm bands. The arm bands are designed to keep your arms in the cockpit in the event of a roll-over. Climbing into the cars was difficult. You have to keep your legs straight, hold yourself up using your triceps, and slide your legs into the car while slowly lowering yourself into the seat. Once inside, you must fidget about to situate yourself and find the harness. The driving position feels awkward at first since you must sit at a 45 degree angle, rather than the 90 degree angle common in most passenger cars. Also, there is very little room to move around. Overall, it feels as though you sat back in a recliner and someone built a car around you. To fire up the engine, you must turn a key, pump the throttle three times, floor the throttle, and push the starter button.

The engine comes to life with a loud kawumph followed by a rough chugga, chugga sound emanating from the engine bay which sits immediately behind you. Once the car warms up, the Ford Cortina engine sounds about like a high strung flat four sitting in the back of a Porsche 912.

After warming the engines, we headed for the handling oval to get a feel for the cars before hitting the racetrack. My first impression was one of fright. Acceleration was similar to my Wolf-prepared, twin turbo 300zx but in the Formula Ford your butt is mere inches from the ground. Imagine driving a go cart with a 9-1 weight-to-power ratio and you'll understand what I mean. Shifting was more difficult due to the short throw shifter and straight cut gears. To complicate matters, the handling oval was still wet in a few places as a result of some early morning

exercises conducted by the Executive Protection/Anti-Terrorist driving course. The wet road caused wheel spin in the first three gears and caused some lock up during braking and heel-and-toe downshifting. However, as I got a feel for the car, I began to appreciate the opportunity to pilot the formula car in somewhat adverse conditions since it attenuated the car's tail happy nature giving me more experience with its behavior in over/understeer conditions. As we continued to practice, each participant was waved off to the throttle steer circle to experience trailing throttle-oversteer. This phenomena can occur in rear-engined cars when the driver lifts off the throttle in the middle of a corner. The most common result is a spectacular spin. One of our group members would ultimately demonstrate this principle for me on the racetrack. But more on that later.

After 15-20 minutes we headed for the racetrack. At this point, I was totally intimidated by the formula car. But again I squinted like Clint and stayed up with the instructor during the lead and follow, all the while ignoring the little voice in my head telling me to slow down. Since I was second in the queue, I was waved by fairly quickly. Dad was farther back in the queue and never saw the instructor's car pull off. Both morning sessions went by quickly as I struggled to come to grips with the formula car. The cars were incredibly quick and responsive. When you hit the racing line just right, it felt like the car was being sucked through a vacuum tube from corner to corner. Downshifting was tricky due to my own unfamiliarity with the gearbox and pedal layout.

Several aspects of the course were also fundamentally different in the Formula car. First, while we used only second and third gears in the Mustang, all four gears were useful in the formula car due to its close ratio transmission. We were well into fourth on the straight (and later in turns 1-3 and 6-9) and many drivers used first gear in the carousel. Using first gear in the carousel proved tricky since you had to downshift from

(Continued on page 5)

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.

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 4)

second gear before entering turn 11. Exiting turn 12 was also difficult since the driver needed to be in third before turning into the apex at turn 13. I found it easier to shift directly from first to third gear, given the extremely close gear ratios. Second, the Formula Fords were much more sensitive to driver inputs. While smooth driving is rewarded with very quick lap times, failure to drive smoothly can cost you dearly in both speed and safety. The difference was most noticeable if you hit one of the larger curbs (e.g., at turns 6, 7 and 8). In general, I tried to clip the apex to these corners as close as possible without actually touching the curbs. But, on a few occasions I touched the curbs and the car bounced off line like a pinball. ~~Third~~, the vast majority of our braking had to be completed in a straight line since the rear-engined cars were not fond of trail braking (which can make the rear end light creating a tail happy situation).

As a result, we were on the gas sooner in the corners. This requires ~~a very delicate~~ balance. Give it too much gas and the car will push right off the end of the road. But if you panic and let off the ~~throttle in~~ the middle of the corner, the rear will come around quickly. This happened to one of the participants early on in the second session. I was running second in the queue but was having difficulty with my downshifts in turn 2a (we bypassed turns 3-6 in the morning sessions). I felt I was holding up the driver behind me so I let him by to practice the 4-3-2 shift without pressure from behind. As I gained confidence on this part of the course I picked up the pace again. Just as I caught the guy I waved by earlier, I saw he was bearing down on another car in front of him. The car in front carried too much speed into the corner, panicked, let off the gas, and ~~spun into~~ the apex. It was just like in car camera on ESPN. Fortunately, the accident simulator prepared us well for the incident. I ~~was~~ focusing on my exit point when the spin occurred. I saw him spin in my peripheral vision and steered the car out of the way just to the outside of his dust cloud and into an area fraught with flying gravel. The gravel bounced harmlessly about the car as I continued on my way, shaken, but still on course. Both the driver and the car escaped unscathed.

After the course workers cleared the course, I continued to work on my 4-3-2 shift in turn 2a, carrying more and more speed into the corner each time. Eventually, I found the limit. Just before the end of the second morning session, I overcooked the corner bringing about an interesting choice. One option was to stay in the gas and risk going off course sideways. Another option was to let off the throttle and risk spinning the car. But everything was happening in slow motion and one more option came to mind. I recalled several run-off areas discussed by Howard during his in-car demonstration of "what not to do." Turn 2a was one of those corners, so I took a little off-road excursion. I followed ~~his~~ directions precisely: steer the car off the road in a straight line, slow down before turning the wheel, turn the car back toward the track, and re-enter when the track is clear. Well, it worked just as he said it would. Nevertheless, I drove pretty cautiously for the remainder of the morning session.

After the morning session, we were joined for lunch by two family friends who came by to check out the school. I tried to converse and choke down my Arby's chicken club but I couldn't quite get the two morning incidents out of my mind. Day four was by far the most difficult and challenging part of the course. But, there was only one choice - squint like Clint and go for it.

For the afternoon sessions, we added turns 3-6 to the course. Turn 3 was especially hairy in the formula cars as we had to stay on the gas in fourth gear all the way to the top of the hill without knowing what lay over the hill in turn 4. Each time I went faster and faster. I also went back to second gear in the carousel to carry more speed throughout that area of the course. By now, the g-

(Continued on page 7)

Local and Regional automotive related events

<u>When</u>	<u>What</u>	<u>Where</u>
August 2-4	Vintage Racing	El Toro Air Base, Tustin, CA
August 18, 1996	Concours d'Elegance	Pebble Beach
August 31-Sept 2	36th Annual Sorts Car Olympics	Boreal Ski Area, Fremont, CA
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. Greem/Tan, never wrecked. Mags, new brakes front. 154K Mi \$650. Chuck 275-6678 (D), 487-4784 (N)

1976 280 Z project car, blown head gasket. Grey, new brakes, clutch, alt. Karl -230-9448

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.

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

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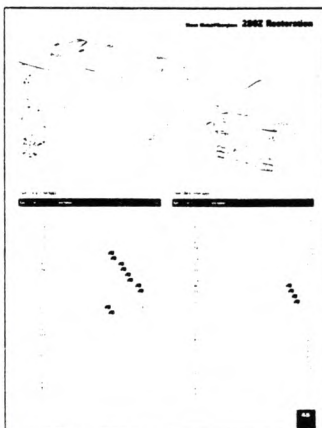
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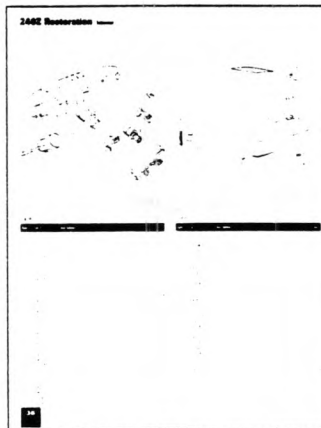
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(Continued from page 5)

forces were really beginning to throw my head around in the cockpit. I couldn't keep my helmet from hitting the sides of the cockpit through the corners. Still, I tried to go faster. Toward the end of the first afternoon session, I noticed a large dust cloud about a 1/4 up the track. The Bondurant instructors taught us to look for such signs to warn of impending danger. As I rounded turn 15 and headed up the front straight I saw the yellow flag waving. So I proceeded cautiously. The next lap was completely clear, apparently it was only a brief off-road excursion. The yellow flag disappeared and we were all back on the gas again.

Before the start of the fourth session, Howard said he would be driving one of the Formula cars to provide my father and I with more instruction. But this time, he didn't seem concerned about leading us out for the instruction. Instead, he said he would find us out on the course. I climbed back in and took off. I was concentrating on driving fast and forgot all about Howard. I was back to my old tricks, focusing on cars ahead of me, catching them, and passing them. After 5-10 minutes I caught a glimpse of someone coming up fast in my mirrors. Just when I thought I was taking the car to its limits, an orange streak screamed by me in the carousel - it was Howard. I took that to mean that it was time for lead and follow. Howard slowed down so I could keep up and learn from his line. After a few laps behind Howard, I once again found some more speed. Now I was really cooking.

At the break, I brought my twin turbo on the track for some hot laps. Howard took the wheel first to get a feel for the car so he could prepare me for whatever nasty habits the car might exhibit. As it turns out, the car handled remarkably well despite running completely stock suspension components. After a few laps, I took over the wheel and was off and running - very slowly. I'm sure I looked like a panzy for the first few laps because I was concerned about damaging the car. But as I gained confidence in my ability to handle the car, I started

driving harder and harder. Pretty soon I was sliding the car all over the track to test its limits. The car exhibited only two nasty habits. The main problem was an extreme traction problem created by the 400 HP engine, stock suspension, and hard compound tires. It was really difficult to put the power down; I had to feather the throttle out of the corners to avoid losing too much traction and adding precious seconds to my lap times. A minor problem was trailing brake oversteer when overcooking a corner. I'd experienced this once before on the street and it was a little unnerving. The solution, applying more power and opposite lock, was even more unnerving. Howard kept trying to get me to apply opposite lock out of turn 4, but I was reluctant. When I finally did, I almost spun it. So we took the car over to the handling oval to practice applying opposite lock in extreme power induced oversteer conditions. Man was that fun! As it turns out, a 400 HP ZXTT with a stock suspension and wheels works pretty much like a skid car at the limits! The only downside to all this fun was severe tire wear. Before the day started, I had about 6 months of tread left on the rears. After 20 minutes with Howard, I had only 2 months of tread remaining.

After completing my Z-skid car antics I ran back to the Formula Ford for the last session. At first it was a little tricky going back to the Formula Fords. But it was the last session and I had to make the most of it. I screamed around the track as fast as I possibly could, lap after lap, to make the most of the remaining time. The session was over way too soon. Too bad we couldn't stage a race in the Formula Fords! Admittedly, I was a little despondent when the last session ended. I had so much fun, and learned so much, that the thought of graduation seemed depressing. It was by far the most exciting, exhilarating experience of my life. But I tried to focus on the positive - I was one weekend closer to getting my SCCA license and going club racing!

Donn Vickrey -
Contributing Editor

From the Z Club of Houston N.L. April, 1996

NEED NEW WEATHER STRIPPING?

I saw a full set of replacement rubber seals for \$174.24 mentioned on the Internet. They are sold by Precision Replacement Parts at 1-800-367-8241. The person that used them said: "these rubbers all fit perfectly and will far outlast the old rubber ones from Nissan." These seals will fit 240 and early 260's and all parts except the door seals will fit other first generation Z's.

David Martin

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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.

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

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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.



Address Correction Requested.

91801/2941