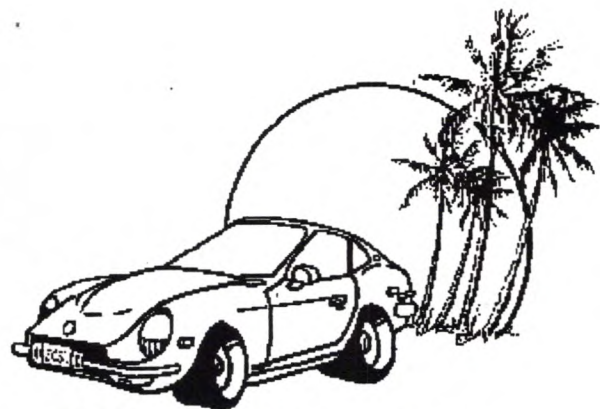


The Z-Club of San Diego Newsletter



Z Club of San Diego

August, 1996

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

- > **October 1** **Meeting @ COCO's , 5550 Lake Murry Blvd, La Mesa 7:00 PM. See flyer & map inside.**

- > **October 5** **10th Anniversary party at Steve Millen Design in Costa Mesa - see add and directions inside.**

- > **October 26** **Halloween Party at Dave & Yvonne's**

- > **November 5** **Meeing @ COCO's , 5550 Lake Murry Blvd, La Mesa 7:00 PM.**

- > **November 23 or 24** **Vintage racing at Palm Springs**

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.....

At our last meeting we had stories to tell of the big party Nissan Corporation threw for the last 300ZX coming to the U.S.A. They seemed to spare no expense, and we all had a great time, even got a free T-shirt and a screen saver cd rom, and a poster. Had gobs of food and free booze. A bonus was seeing all the Z Club people from all over the U.S. Thank you to Nissan of America for the wonderful tribute to the Z car. Keep using and buying those Nissan products. At the next meeting I'm sure we'll have more pictures to share of the event. Did anyone get Dick Clark's autograph?

The club is changing it's meeting place to the Coco's restaurant at 5550 Lake Murray Blvd, near the corner of Baltimore Dr. in La Mesa starting with the October 1st meeting. See the map here in the newsletter. Winter meetings start at 7:00pm and please plan to eat dinner or buy something to keep Coco's happy. We will show the video I took of the caravan to the national convention in Denver this summer.

Door prizes will also be lavished on the faithful who attend. Winners of the Fast Lane Fast Food Rally will also be honored, or boo'd depending on how it went.

The club officers meet once a month at a board meeting to plan upcoming events and hash over club details. Thanks to all those who put in time to make this club function. Come out to the events so we feel our efforts are meeting your needs, or express to us what you want. Our next function is new for us, a halloween party! See the details in this newsletter, or call the hotline to listen to our new answering machine.

Fall is in the air... have Zest.

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 September 3, 1996 Meeting

The September meeting was held at Glorietta Bay on Coronado Island. We had a really great turnout, but not a lot of business got talked about. We spent all the daylight time looking at and talking about each others cars. I got to show off my car's new paint job!!!

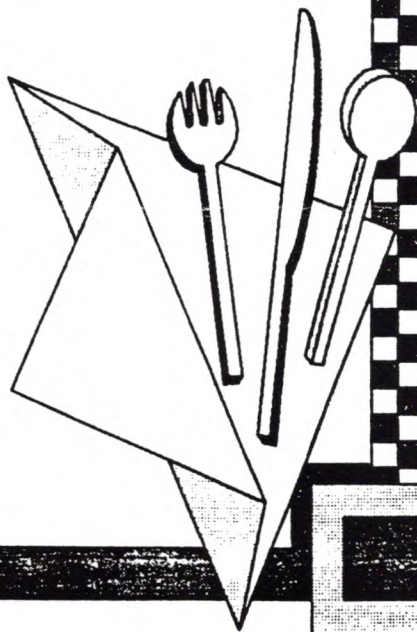
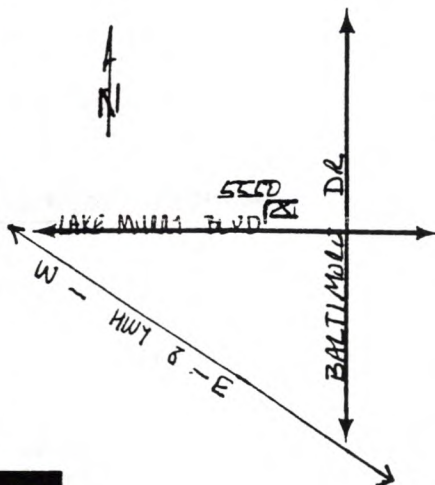
Clif and Ed Peterson summarized the party Nissan threw for the last Z Car built, which they donated to the Peterson Automotive Museum (see another writeup later in the newsletter).

After the October meeting the Club will sell some of the extra soda bought for the August picnic. Not as many people showed up as we hoped, so there is a lot of soda left and the Club will try to recoup some of the expense.

Lance Wills

Z CLUB OF SAN DIEGO IS ON THE MOVE

By popular request our monthly meeting location is being moved to Coco's Restaurant at 5550 Lake Murray Blvd. in La Mesa. Normal starting time, the 1st Tuesday at 7:00 will remain in effect. Assurances of atmosphere and service have been conveyed by the management. Coco's is located just west of the intersection on Lake Murray Blvd and Baltimore Dr. on the Northwest corner.



Results of the first Annual ZCSD Fast Food Rally:

| | | |
|-----|-----------|----------------------|
| 1st | 5 errors | Bill Black/Terri |
| 2nd | 7 errors | Garry Cawthen |
| 3rd | 8 errors | Lance/Barb/Amy Wills |
| 4th | 9 errors! | Dennis Darnall |
| 5th | 10 errors | David/Esther Amador |
| 6th | | La Monte/April Biles |

If you missed it shame on you, we had a great time. There were seven cars that ran a course that Cliff and Rob Caulderhead worked out. We started in Encinitas, drove to Escondido, then

to Ramona, then to Lakeside, then to Alpine, then to Mission Bay, where the award ceremony was held. The competition was very close so Cliff will have to make the directions a little more challenging next year. The trophies are works of art and will be treasured always. The roads were fun and very scenic, in spite of the occasional Escort slow poke.

Upcoming ZCSD events

November 5 - It's very short notice, but Steve Millen Design is hosting a 10th Anniversary party and they will have vendor displays, prize drawings, Steve will be there and lots of neat cars (not only Z's). As of this writing not all of the plans are finalized, so call one of the officers (phone #'s on the front page) to let them know you are coming and find out the meeting times. Meeting places will be the usual Sally's or COCO's (call to find out which), Governor Drive Park & Ride (between 52 and Miramar Rd on I-805) and the San Elijo rest stop 5 miles north of Carlsbad.

October 26 - **Halloween Party** at Dave & Yvonne Platt's [now that's scary!!!] Tour the "**MUSEUM OF DEATH**" on 5th Street downtown, then go to Dave & Yvonne's for a **GHOSTBUST PARTY**. More details and times will be provided in a flyer later.

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.

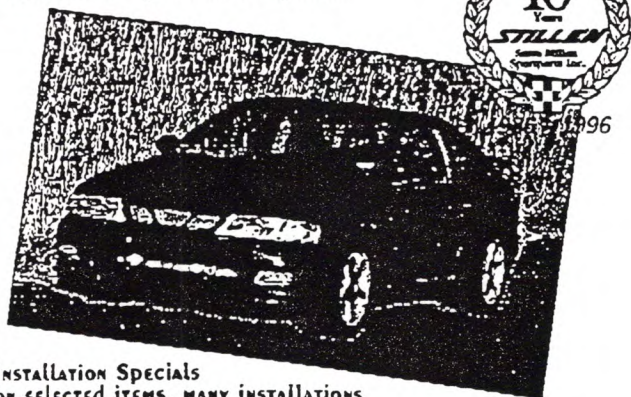
From the Events Coordinator: Please yell it out at the meeting or call Dave Platt with suggestions for club events.



10th ANNIVERSARY

OPEN HOUSE & PERFORMANCE SALE

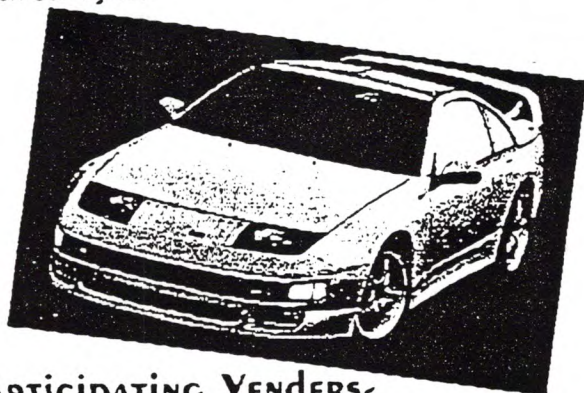
Special Prices on many performance items including: exhausts, hi-flow intakes, computer upgrades, springs, shocks, strut tower bars, pedal pads, shift knobs, nitrous oxide injectors, PIAA lights and many more!



Installation Specials
on selected items, many installations
done during the event.

FEATURING:

- Drawings for prizes
- Spectacular prices on popular performance items
- Contests
- ~~Exotic~~ & Show cars
- Food & Drink
- Meet the performance experts
- Garage sale on many miscellaneous items
- Personal appearance by Steve Millen, "the winningest driver in IMSA GT history"
- Dyno runs-call ahead to reserve your time on our dyno.



PARTICIPATING VENDERS-

Greddy • HKS • Eibach • STILLER Brakes • Yokohama and more!

SATURDAY, OCT. 5, 1996

8 AM - 4 PM

STEVE MILLEN SPORTPARTS, INC.

3176 AIRWAY AVE., COSTA MESA 714-540-9154

The "Last Z" Party As a last minute thought the ZCSD was invited to attend the ceremonies where Nissan donated the last 300ZX imported to the USA to the Peterson Automotive Museum in Los Angeles. We expected to have a few munchies, here a few speeches by Nissan suites and go home. Our first hint that our expectations were to be exceeded was when we were not allowed to park in the Peterson parking lot, but were directed to a parking lot across the street and behind a big building facing Wilshire (the May building, I think). There were about half a dozen people in Nissan shirts directing traffic and about that many security guards. There was a white 300 on a stage and lots of multimedia equipment set up and about half a dozen cameras tapeing everything.

We went across the street to the Peterson building and in the lobby was a greeting booth, the 300ZX race car that P. Newman drove in 1987 and #8 that John Morton drove in 1970. As we wandered thru the museum there were people bringing hors d'ouvres, and wine, and several tables set up as bars or food tables. Definitely "Pinkys Up". We ran into many Presidents of Z Clubs across the nation, who were flown in by Nissan for the party: John Forsman, "Mad" Mike Taylor, Stan Beckman, Tom Diepenbroek, Steve Vorencamp, Kim Taylor, Jerry Peterson, Carolyn Dudley, and Cliff said he saw several others. After about an hour and a half of this the PA requested that we meet in a room that had six Z cars on display, including Mr. K's yellow 240ZG and Sal Perno's 280, representing each design era of the Z. Tom Eastwood, VP & GM introduced the following: Craig T Nelson, as MC, Bob Bondurant, Pete Brock, Johnny O'Connel, John Morton, Bob Sharp, Clayton Cunningham, Don Devendorf, Steve Millen and Elliot Forbes Robinson. Oh yeah, Mr. Katayama, himself, was there too!!! A couple of speeches about how important the Z was to Nissan and the motoring public, then we watched a very well done video on several monitors, then Craig T Nelson drove Mr K out in the 300ZX, a black twin Turbo. After the inside ceremonies concluded we were asked to meet across the street where we had parked the Z Cars. In addition to the six cars from the ZCSD, there were about 40 more cars, mostly from Group Z. Dick Clark was the MC for this part of the show wherein more speeches, pictures of Z Cars were projected on the side of the May building (a block long by 10 stories high!!), the white 300ZX was hoisted in the air 15 feet and lots of music and lights filled the air. The most touching thing was when a cake in the shape and color of Mr. K's 240ZG was presented to him and 500 people sang "Happy Birthday" in honor of his upcoming 87th birthday. On the way out we were presented with a goody bag with a T Shirt and a CD ROM with a screen saver.

The editorial part: Why did Nissan spend so much money on a car that is now dead and hasn't sold more than 5000 per year for the last 4 years? Why is it so difficult for Z Car clubs to get Nissan to contribute \$5000 toward convention expenses. What is Nissan planning to do with the tapes that half a dozen camera crews shot during the party?

Letterz to the Editor

FROM: YUTAKA KATAYAMA
4-12-16 OKUSAWA SETAGAYA
TOKYO 158 JAPAN

1996/2/5

DEAR CHARLIE:

THANK YOU SO MUCH FOR YOUR LETTER AND MAGAZINES. IT IS SO NICE TO HEAR FROM YOU. MY MEMORIES COME BACK, AND ALL THE PICTURES OF WHAT WE TOGETHER HAVE ENJOYED LAST SUMMER ARISE IN FRONT OF MY EYES. IT WAS REALLY GREAT AND GORGEOUS CONVENTION IN ATLANTA.

I WAS SO HONORED TO BE INVITED TO THE 25TH ANNIVERSARY OF Z CAR BY THE Z CLUB MEMBERS. TO TELL YOU THE TRUTH I WAS NOT INFORMED WELL ENOUGH ABOUT USA Z CAR CLUB DEVELOPMENTS UNTIL JOHNNIE RINARD TOLD ME. Z CAR CLUBS HAS GROWN SUCH A BIG AND ACTIVE ORGANIZATION IN USA AND INTERNATIONALLY.

MY DAY DREAM WAS TO BUILD A SPORTS CAR FOR USA AND DEVELOP SALES MAKING SPORTS CAR A FLAGSHIP. BUT AT THE BEGINNING, WHEN I HAD ONLY SUPPLY OF SEDANS AND SMALL TRUCKS, I WAS TRYING TO PRETEND TO MYSELF DATSUN TRUCK AS A SPORTS CAR, AND TELLING MYSELF AND PEOPLE. THIS DATSUN LITTLE TRUCK HAS OVER HEAD CAM ENGINE AND TORSION BAR SPRINGS. YOU CAN FEEL AND RUN THIS LITTLE CAR AS A SPORTS CAR. ONLY DIFFERENCE IS A SHAPE OF IT'S BODY AND YOUR STATE OF MIND!! WITH YOUR SENSE OF SPORTS CAR DRIVING !!! THIS LITTLE CAR WILL BE YOUR SPORTS CAR!! THERE WAS ONLY LAUGH. BUT IT WAS REALLY ACCEPTED BEHIND THE LAUGHING VOICES. SOME TIME BY AN INTERESTED PEOPLE. SO, I SAID, ANY CAR COULD BE A SPORTS CAR, ALL DEPENDING ON YOUR STATE OF MIND. I WAS TALKING MYSELF MURMURING WHEN COMING HOME AFTER WORK. HOW DO YOU LIKE MY IDEA?

I WAS WORKING HARD, TO BUILD UP THE STATUS TO BE STRONG ENOUGH TO REQUEST GOOD SPORTS CAR TO THE NISSAN HQ. SELLING PROPOSED NUMBER OF CARS AND TRUCKS. HOWEVER DATSUN TRUCK WAS A REAL WINNER!!!!!! DATSUN TRUCK HAVE REALLY TRULY OPENED THE ROAD TO SELL DATSUN IN USA. WITH A GOOD HELP OF AMERICAN FRIENDS AND DEALERS. DEALERS WERE MY FIRST CUSTOMERS.

A LITTLE TINY CAR COULD DO ALL THE WORK. EASY, HANDY AND ECONOMICAL AND COULD USE IT FOR FUN AND ERRANDS. LIKE FRENCH 2CV CITROEN. DATSUN WAS WAY STRONGER AS A BUGGY

AND MAINTAINED FEEL OF AUTOMOBILE. I CAN NEVER FORGET THE FLEXIBILITY'S OF USE OF DATSUN TRUCK IN ALL ROUND-USE. APPRAISED BY AMERICAN OWNERS SPECIALLY BY FARMERS AND RETIRED PEOPLE. THOSE PEOPLE DO NOT SPEAK TOO LOUD BUT SURE REMEMBERED AND ADVERTISED VIA WORD OF MOUTH. IT HAS DEVELOPED SLOWLY BUT SURLY. IT DOESN'T LOOK LIKE A SPORTS CAR AT ALL AND THE PRICE TAG WAS TOO CHEEP. IN GENERAL, PEOPLE COULD NOT BELIEVE THE REAL VALUE OF DATSUN TRUCK. JUST BY A GLANCE.

UNTIL I TO GET DATSUN 240 Z, WE SOLD SPL 310 SOMETIME AND LEARNED LOTS FROM ENTERING RACES. RALLY AND GYMKAHANA AT THE LOCAL EVENTS. --- THOSE EXPERIENCES HELPED TO BUILD 240 Z AT THE BEGINING. THEN, DATSUN 240 Z WAS DESIGNED BY THE STUFF OF MR. HARA AND GROUP OF MATSUO. THEY WERE WILLING AND WITH FULL OF CREATIVE SENSE FOR THE AMERICAN MARKET. THEN, IT TOOK OVER FIVE YEARS. DURING THESE TIME, I PERSONALLY HAD SEVERAL TIMES TO OBSERVE THE PROCESS OF DESIGN AND PRODUCTION AT NISSAN WORKSHOP VISITING FROM LOS ANGELES AND WATCHED THE Z CAR CREATION TO THE GROUND TESTS. IT WAS A REAL FUN, AND AT THE SAME TIME GREAT RESPONSIBILITY ON MY BOTH SHOULDERS. I WAS RESPONSIBLE WHOLE PRODUCTION OF 240 Z CARS TO SELL IN AMERICAN MARKET.

ABOVE IS A VERY SHORT PART OF MY Z CAR RECOLLECTION.

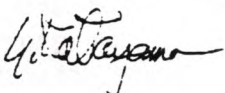
I AM ALWAYS THANKFUL TO THE PEOPLE WHO HAVE HELPED ME DURING MY TIME OF DATSUN USA. AND TO THE CUSTOMER THOSE WHO HAVE ACCEPTED OUR PRODUCTS AND SERVICES UP TO TO-DAY, SPECIALLY Z CLUB MEMBERS AND OWNERS KEEPING Z IN ORDER AND BRINGING INTO CLASSIC CAR DEGREE. MORE VALUE THAN EVER.

NISSAN STOPS SENDING Z TO US FOR 1996. BUT AT THE TURN OF THE CENTURY, I AM IN A BIG HOPE THAT THEY WILL ASK YOUR EVALUATION.

WITH NEW Z CAR WHICH HAS NEW CENTURY FEEL WITH AFFORDABLE PRICE.

I THANK YOU FOR YOUR TIME READING.

SINCERELY YOURS



YUTAKA KATAYAMA

From Group Z "Z Breeze"
June, 96



LATE APEX

Lap Times Compared

Many of us Miata drivers spend a lot of time thinking about what we can add to our little beauties to create a faster car. "Boy," we think, "if only I had a supercharger or a turbo, then my little Miata would be almost as fast as a Ferrari or a Lotus Super 7!"

Do we really need all of this extra power to make the Miata a world-class sports car? Probably not. Many of us get caught-up in the old numbers game. We read car magazines and compare 0-60 times, quarter-miles, and top speeds; but is this a real comparison of time? No.

At Christie in August of 1995, there were many Miatas competing with classic sports cars on a timed course with mostly regular drivers. This provided a pretty fair comparison for the Miata. The following are the times from the fastest runs on the Saturday of the competition (the course was 1.5 km in length):

| | |
|------------------------|-----------|
| Miata | 1:00.99 |
| Lotus Super 7 | 1:01.26 |
| '58 Porsche 356 | 1:13.96 |
| Maserati Biturbo | 1:01.57 |
| → prepared Datsun 240Z | 0:56.91 ← |
| Sunbeam Tiger | 0:57.83 |
| Triumph TR3 | 1:07.87 |
| Morgan +4 | 1:04.24 |
| Austin Healy 3000 | 1:13.85 |
| MGB | 1:04.81 |
| prep'd Alfa Romeo GTV | 0:57.49 |

As you can see, some numbers don't make a lot of sense, like a Healy 3000 should wipe the crap out of an MGB. But, what we forget is that it all comes down to the driver (as any good autocrosser knows).

This exercise also proves that raw power is not the answer, either: it is the total package. The Miata is a very well balanced car with adequate power for a tight, curvy course; it proved extremely competitive compared to the likes of a Lotus Super 7. For those that don't know, the Lotus Super 7 is basically a race car which is just legal enough to drive on the street.

A supercharged Miata was also available for the timed runs. Its time was very close to the top time, with a 1:01.54 (but slower than the non-supercharged Miata). So, if speed is what you want — start with driving lessons! *Reprinted with permission from Miata Miles, the newsletter of the Trillium Miata Club in Toronto.*



Zack autocrossing in Enzo, Jr.

From the Raleigh, N.C.
Triangle Z Club:
Jun/July, 1996.

From: Marc Sayer <msayer@efn.org>
Subject: <280zx> Re: cleaning FI connectors

Use white vinegar. Soak the connectors in pure white vinegar (overnight is best but even a couple hours will help a bunch). Then rinse them thoroughly in water to neutralize the vinegar. Then spray them with either alcohol or some proprietary electrical contact protectant. This last step is to displace any water and ensure that they won't start corroding right away again, so the proprietary stuff would work best, but alcohol will mix with and carry off the water as it evaporates. Blowing it off with clean compressed air will help speed this process up but even without, it will be dry in a few minutes.

The acidity of the vinegar will eat away any corrosion on the contacts, without doing any damage (don't use any acids that are very much stronger than this). The water will neutralize the acidity and wash the vinegar away, and the alcohol or proprietary product will remove the water and dry everything out (the proprietary stuff usually has some lubricants and protectants in it too, which is why it works even better than the plain alcohol).

taping up the plug portion real well with electrical tape so that you can fill the "plug" with vinegar without it all draining back out. As for the harness plugs, simply undo them all, pull the wires back a bit so you have enough play to work them into position (you will need to undo some of the harness "clamps"). Then position them so that all the plug end are immersed in a container of vinegar. To keep the plugs completely immersed you will probably need to tape the wire to the container. You may also need to weight the container to prevent it tipping over.

Anyway this is an easy method that you can perform with simple household products and it really works great. BTW it not only works for FI contacts, you can use this for any automotive electrical contacts. The advantage to this over solutions involving abrasives such as sandpaper is that this will not harm any plating that might be on the contacts and so will not reduce the original corrosion protection (if any) as badly as abrasives will. It also gets all the corrosion, even in areas where you couldn't reach with sandpaper.

PS - don't forget to do all the sensor plugs such as water/cyl head temp, etc.

The above article was pilfered from the Southern California Miata Club Newsletter "REWARD", July, 1996.

TECHNICAL TIP

Did you ever try to take a bumper bolt off your Z, only to find it so badly rusted that you had to break it to get it off? Like to do yourself a favor, should you ever want to take it off again, or a favor for the next owner, if you sell the car? Here's how. Clean the exposed threads with a die, a tap or a wire brush, then re-attach the bumper or whatever, to the car. Coat the exposed threads with either, candle wax, stick grease, LPS-2, WD-40, or whatever you have handy. Next, cover the entire fastener with RTV silicone sealant. RTV comes in several colors, and cures in about 3 hours. The grease or other substance you applied keeps the RTV from sticking to the exposed threads. This stuff sticks like mad to the area around the fastener, and will not shake off through years of driving. Years later, when you want to take off the bumper, pull the blob of RTV off with a pliers, and the fastener comes off like the day you put it on. I've had this treatment last over 10 years—sure beats breaking the fastener, and saves you from learning lots of colorful language to use at times like this! Bill

From the
OK Z Club
Aug, 1996

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.

1980 280ZX Garage Queen

Only 62K miles. 1 owner, T-Tops, 5 Speed, air, beautiful original paint & like new interior. All original, not restored. \$3800 / B O
(619) 581-1992 Dennis

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

240Z parts - Datsun Competition, OEM, aftermarket - call for availability. European 5 -sp, 3.90 limited slip, Shelby mags 14X7, much more !!!
Dan 297-8175

1971 240Z 4-sp, 114K-mi !! needs a good home. Same family owned since new !! CA: car, no rust, garaged, all original good cond. Orange/black. \$3000/offer
Merideth 421-9398

Posters - 222 x 17, picture of

#46 240Z, #33 280ZX and

#75 300ZX signed Mr. K.

\$25

Contact
Z Club of Texas:
3402 Century Circle,
Irving, TX 75062.
Phone (214) 438-8344

(4) 1981-83 six spoke factory cast wheels for 280ZX., painted charcoal grey \$125.

(3) 240Z/260Z hubcaps \$10

Call Ben 462-8651

For Sale:

25th Anniversary T-Shirts with #46 BRE 240Z and #75 300ZX (Cunningham Racing). Four colors on Hanes Beefy T. 12 Large left. Signed by John Morton. \$12.50

Call or see Ben Pila

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

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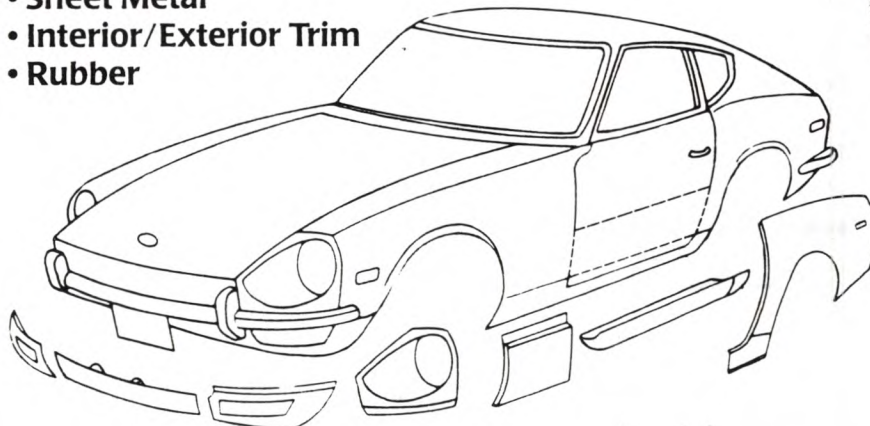
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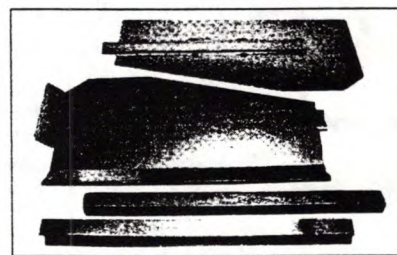
- Sheet Metal
- Interior/Exterior Trim
- Rubber



240Z

260Z

280ZX



Floor Pan and Frame Rail Repair Sets



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"/> Rallies | <input type="checkbox"/> Autocross | <input type="checkbox"/> Tours | |
| <input type="checkbox"/> Parties | <input type="checkbox"/> Picnics | <input type="checkbox"/> Hangin | |

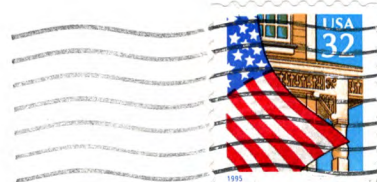
Please fill out the above form and send (with check for amount corresponding to level of Membership desired) to:
Yvonne Platt (ZCSD Membership Chair), 725 Garfield Ave, El Cajon, CA 92020. Make checks payable to the Z-Club of San Diego.
We will send your Membership Card, which will entitle you to discounts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



Cliff Yaussi
1372 S. Grade Rd
Alpine, CA 91901

Address Correction Requested.