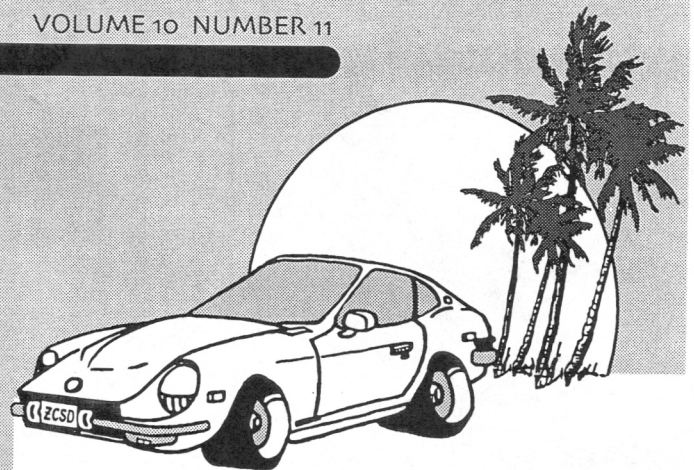


November, 2000

VOLUME 10 NUMBER 11

The Z-Club of San Diego Newsletter

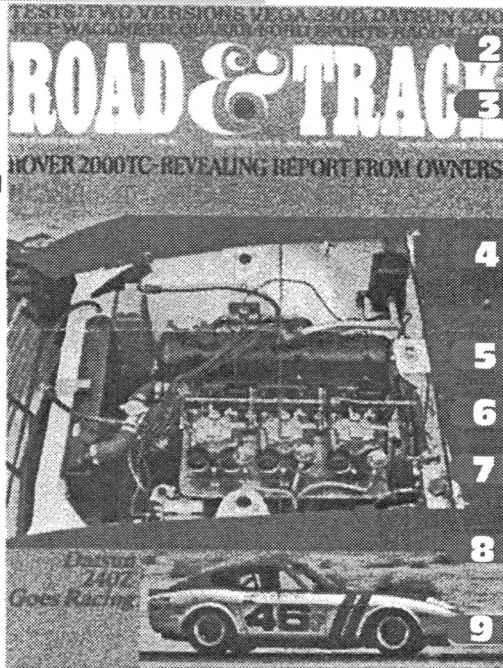


A MEMBER OF THE Z-CAR CLUB ASSOCIATION

inside:

1970

R&T's cover was dominated by Gordon Chittenden's underhood photograph of Pete Brock's brand-new DATSUN 240Z ENGINE. Editor James T. Crow predicted the machine would overwhelm its division of the SCCA, acknowledging both the racer's potential and the strength and determination of BROCK'S GROUP, which was focused worldwide, from European rallies to the Mexican 1000.



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Calif Parts Recycling
- 8 Classifieds
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- 9 Advertisements

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|---|--------|--|--------------|--------------|--------|---|
| | | | | Election Day | | Tour de Castle Hearst Castle San Simeon |
| | | | 1 | 2 | 3 | 4 |
| Tour de Castle Hearst Castle San Simeon | | Club meeting at COCO's (7:00pm) | | | | Veterans' Day |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | Officer's meeting at COCO's (7:00pm) | 15 | 16 | 17 | 18 |
| | | | Thanksgiving | | | |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | | |

UPCOMING:
Dec 10 Annual Toy Run and Party



From the Steering Column

by Dennis Darnall
President



BOARD OF DIRECTORS

President
DENNIS DARNALL
(858) 581-1992
ddarnall1@san.rr.com

Vice President
MIKE LIBONATE
(760) 931-0183
mlibonate@dysonanddyson.com

Secretary
MIC HALBERT
(619) 270-9277

Treasurer
ED PETERSON
(619) 553-6625
edp@spawar.navy.mil

Newsletter Editor
ED PETERSON
(619) 553-6625
edp@spawar.navy.mil

Events Coordinators
CLIF YAUSSI
(619) 401-0680
PHILIP CHILDS
(858) 695-1594
pchilds@geocities.com

Membership Coordinator
EVAN CHABOT
(619) 697-2843
echabot@spawar.navy.mil

Members at Large
MICHAEL LEE
(619) 538-3473
mleeo@law.cwsl.edu

Autocross Coordinator
AL PETERSON
(619) 468-3693

Webmaster
DARREN KIRKPATRICK
(858) 486-4812
dpk@home.com

NOTICES

Established in 1991 by the owner of Z-Whizz, the Z CLUB OF SAN DIEGO is a group of Datsun/Nissan Z enthusiasts dedicated to the NISSAN marque. As a charter member of the National Z Car Club Association it's sole purpose is to promote interest in Zs through social activities, touring outings, and charitable events.

Persons interested in upholding the same ideals toward Zs are encouraged to join the Z CLUB OF SAN DIEGO. Annual Dues for new and continuing members is \$30, \$15 for associate members. Full members receive ZCSD membership discounts at participating dealers of parts and/or service, participate in monthly club events, and receive the ZCSD monthly newsletter. Associate members only receive the ZCSD monthly newsletter.

Monthly meetings are held the first Tuesday of each month starting at 7:00pm and are located at COCO's Restaurant, 5550 Lake Murray Blvd, La Mesa unless otherwise posted. See map on page 3. Come early to see other member's Zs and socialize.

Club event ideas and advertising submissions are welcome. Items to be placed in the classified section of the ZCSD newsletter are listed at no charge and run for three months unless canceled or renewed. Submissions should be received by the 15th of the month prior to publication. Send submissions to:

Z Club of San Diego
7473 El Cajon Blvd
La Mesa, CA 91941
ZCSD Hot Line: (619) 589-0975
Club e-mail: zcsd@geocities.com
website: www.zcsd.org

Club Statistics

| Active members: 108 | | |
|---------------------|-----------|---------|
| Z type | # in club | percent |
| 240Z | 47 | 37% |
| 260Z | 7 | 5% |
| 280Z | 16 | 12% |
| 280ZX | 19 | 15% |
| Z31 | 19 | 15% |
| Z32 | 18 | 14% |
| GTO conversions | 2 | 2% |
| Total | 128 | 100% |

Time to start thinking about club officer elections. We will be asking for nominations at the November and December meetings. We need some new faces on the board of officers so start thinking about it. We have some club officers that have been in office for several years and we would like to see

Club Officer election nominations in November and December

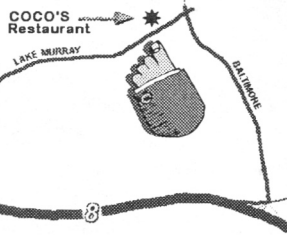
others take a turn at it. Now is the time to step up and help the club prosper. I am stepping down as president and our experienced vice-president, Michael Libonate, will be running for club president. We will have some club officer positions open that don't require much of your time so please think about it.

The \$50.00 gasoline card door prizes at last months meeting was a hit so we are going to do it again this month. Be sure to buy lots of tickets to increase your odds of winning and make the cash prizes bigger. We also have a parts swap at every meeting now where you can tell everyone what you have for sale or what you want to buy. Please don't bring any parts into the restaurant, you can complete the transaction after the meeting in the parking lot. We are still looking for a charity for the Christmas toy drive, if you have ideas please tell us. We are also looking for a restaurant to have our Christmas Diner party. The restaurant we had selected in Coronado has gone out of business. We are trying to find a place in Coronado that has a separate room and a big enough parking lot. We will decide at the November Club meeting so tell us if you know of a good place to eat.

Zee Ya

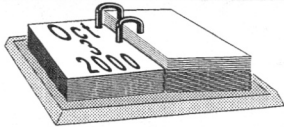
Dennis

Meeting Map



NEXT MEETING:
November 7 @ 7:00 PM
@ COCO's Restaurant
5550 Lake Murray Blvd, La Mesa.

Meeting Minutes



*by Mic Halbert,
 Secretary*

Dennis opened the second inside meeting, and the last one before the time change, at 7:24 PM.

The question for this month's introduction round was: "What is your opinion of the cash prizes for the monthly raffle? There did not seem to be an overwhelming consensus on whether to have two equal prizes, one large prize, or several smaller prizes.

Ed Peterson gave the treasurer's report, indicating we have \$2,662 to work with.

For the membership report, Evan Chabot said we have 107 active members and stated "I expect to have another completed application before the end of the meeting."

Al Peterson, competition coordinator, said the autocross dates were covered in the newsletter. He shared an invitation from the Miata Club to join them for a one, two or three day driver's school at Willow Springs in December.

Dennis discussed the door prizes. The new larger prize of a \$50 gas card began this month. Also offered were a lighted screwdriver and a Z Club San Diego T-shirt.

Dennis mentioned, for anyone not aware, that Mr. "K", the father of the Z turned 91 years old on September 15.

We are still looking for a charity for the Club's annual Christmas toy drive, so Dennis solicited club input.

Dennis mentioned (a little tongue in cheek item) that the restored Z that was priced at \$6,000 has been reduced to \$3,750.

The next item brought up a possible overnight trip to Hearst Castle as a possible November event.

Philip Child and Billy Cast gave a brief report on the "Run for the Gold".

The upcoming October events were reviewed: Oct. 7th Night at the Drive In; Oct. 22nd the vintage car races and the grouping of cars at Tide Lands Park; Oct. 28th the classic datsun car show at Doheny Beach State Park.

Next came discussion on items for sale or items wanted.

Dennis announced a possible meeting location change for December only, and advised everyone to check the newsletter closely.

The Board meeting will be held at CoCo's on October 17th.

Door prizes:

\$38.00 - Evan Chabot
 \$20.00 - Don Sanasac
 \$50.00 gas card - Aki
 Lighted screwdriver - Michael Libonate
 Z Club T-shirt - Kim Huizenca

Welcome New Members

| | |
|-----------------|-----------|
| Carolyn Barry | '93 300ZX |
| David Furce | '74 260Z |
| Jeff Mandel | '74 260Z |
| Glenn Zuiderweg | '85 300ZX |
| Jim Sightler | '73 240Z |
| Kim Huizerga | '75 280Z |
| Mark Harris | '71 240Z |



Welcome and thank you for joining the most active Z-club in Southern California

We have November Birthdays



| | |
|----------------|----|
| Bob Hunsberger | 9 |
| Sam West | 13 |
| Pat Hubbard | 16 |
| Chuck Graham | 25 |
| Miguel Santos | 27 |

November's Z'tailed Events

Check the HotLine for updated information (619) 589-0975

Saturday/Sunday November 4-5 Tour de Castle (Hearst Castle Tour)

Come joint the three biggest California Z clubs (ZONC, Group Z, & ZCSD) in the Tour de Castle Run.

We leave the Governor Drive park and ride at 6:30AM and make a stop at the San Aleijo rest stop at 7:00AM. We will try to meet with Group Z for lunch in San Luis Obispo. We need to be at the San Simeon lodge by 2:15PM. We will then board a bus that will take up for the castle tour (no cars allowed at the castle).

The Castle group tour is scheduled for 3:20 PM Saturday. I know this is short notice, but if you came to the last meeting you would have gotten all the information.

Tour Cost - \$9 per person.

Lodging - San Simeon Lodge, 9520 Castillo Dr, San Simeon, CA, 93452. (805) 927-4601.

Lodging Cost - The group rate is \$45 per room with two beds. You must make your own reservations and they are under Z CAR CLUBS.

For more info call Carolyn Dudley (ZONC tour leader) (916) 965-5312

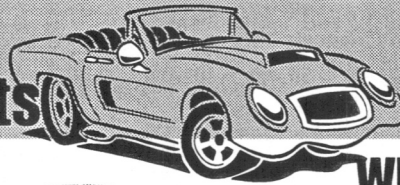
<mailto:zdud300zx@aol.com>zdud300zx@aol.com

December 10 Sunday - ANNUAL TOY DRIVE AND CLUB PARTY. 4:00pm Coronado with viewing of the Boat Parade of Lights to follow. More details next month.

January Trip to Puente Hills and the Malibu Speed Zone for racing and more.

Call Clif Yaussi (619)401-0680 or Philip Childs (858)695-1594 for more info, or listen to club hotline (619)589-0975 for updates.

Local & Regional automotive related events



When

Nov 3-5
Nov 19, Dec 17
Dec 3
Dec 9-11

What

San Diego Grand Prix
Stadium Auto Swap
Pamona Swapmeet
1, 2, or 3-day driving School

Where

Visit site <http://www.sandiegograndprix.com/>
San Diego Qualcomm Stadium
Pamona County Fairgrounds
Danny McKeever's Fast Lane Racing School
Willow Springs Raceway, Rosamond, CA.

Autocross Schedule

Date

Saturday, Nov 11
Sunday, Nov 19
Saturday, Dec 2
Saturday, Dec 17
Monday, Jan 1

Location

Qualcomm Southeast Lot
Qualcomm West Lot
Qualcomm West Lot
Qualcomm Northeast Lot
Qualcomm West Lot

Sponsor

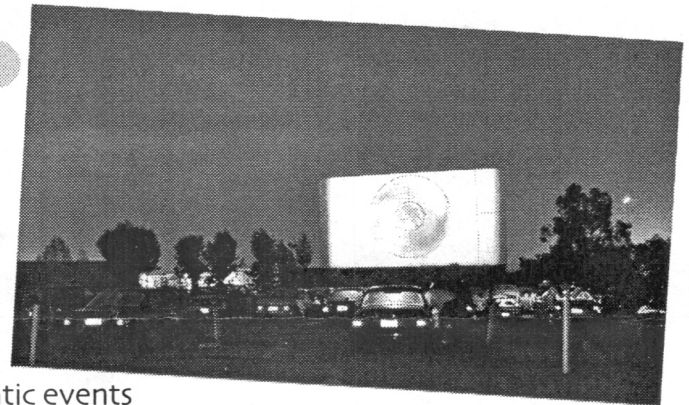
TART
SCAT
SDAD
*Tentative Novice School
DCCSD

Event

Practice
Championship
Championship
Practice
Practice

Z NIGHT@THE DRIVE-IN

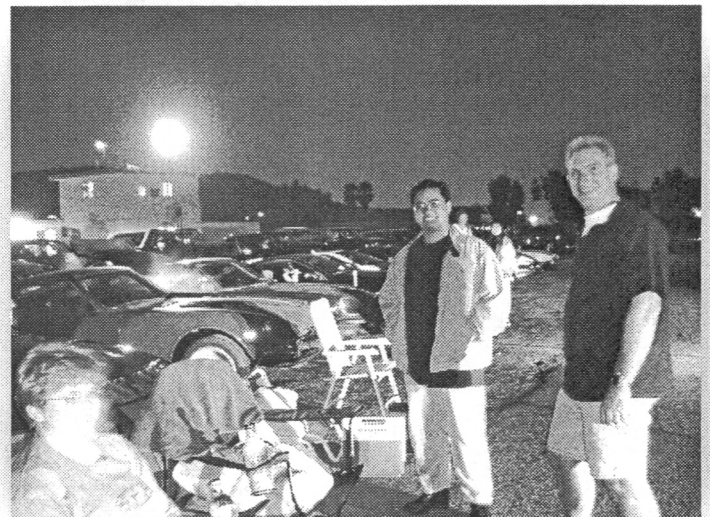
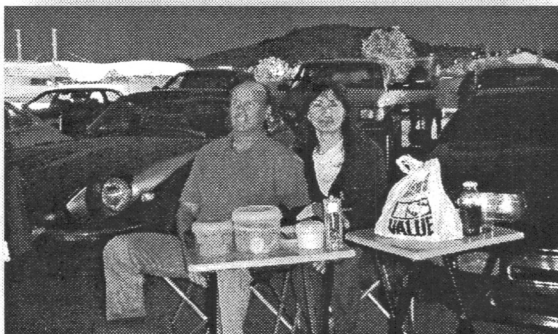
by Philip Childs, Event Coordinator



On Saturday October 7th, the Z-Club had our first Drive In Movie night at the Santee Drive In. The movies were Meet the Parents (a very funny movie) and a really lame, teeny bopper, cheer leader movie, the name escapes me at the moment, (I understand the mind blocks out traumatic events to protect your sanity.)

The cast of characters was Lance and Barbara Wills, Mike and Sandy Lee (They are engaged so I don't have to remember her last name, right?), Larry Keddy (Mike and Sandy's friend), Darren Kirkpatrick and Dawn Crain, ED and DC Peterson, Miles and Sandy Gray (or is it Green), Jeremy and Anglia (Miles and Sandy's friends), and Dave Platt. A good time was had by all and we will be doing this one again.

Warning: if you buy food to go from KFC on Mission Gorge check your order before you leave or you will be sorry.



MEMBER PROFILE

by Michael T. Lee, Member@Large

This month's member profile is Ed Peterson, ZCSD #42, Treasurer and Editor. If you've been remotely active in our many fun events, you would know Ed.

How? Well, he's always the one with the 10-course meal complete with wine and cheese. Ed lives in El Cajon and is currently employed by SPAWAR (Space and Naval Warfare Systems Center). At SPAWAR, Ed is a systems engineer who develops hardware and software. In addition, Ed gets to play with ton of cool toys, all of which are all funded by the Department of Defense. Ed's significant other is DC and between the two of them, any Z Club event becomes more lively. However, like all members, Ed's passion for cars put him on these pages.

Ed has a passion for Ferrari's and Z's. Due to a practical budget, Ed owns only the Z's—well sorta. Ed has a 1990 300ZX (Z32) that has passed the test of time. He currently has over 170,000 miles on the odometer and as far as I am concerned has a Z32 with the most miles on it. Even with the high mileage, Ed drives his Z32 hard and aggressively, often complaining if his tire choice was bad. He also uses his Z32 as a daily driver. To the best of my knowledge, the bottom end of this motor has never been opened up. In order for Ed to keep his 1990 looking good, he became proficient in two-stage acrylic urethane painting (I wish I could just do that).

On a different note, Ed's other Z looks like a 1962 Ferrari 250GTO. As any Ferrari buff would know, there were only 39 of them made and the last one sold in 1984 went for \$16 Million. Ed has spent timeless hours building this "Ferrari" from a 1971 240 Z. His attention to detail makes the difference between "just another kit car" and a multi-million dollar legend you can drive. For example, an easy give away

that a vehicle is a kit is the excessive gap between the front fenders

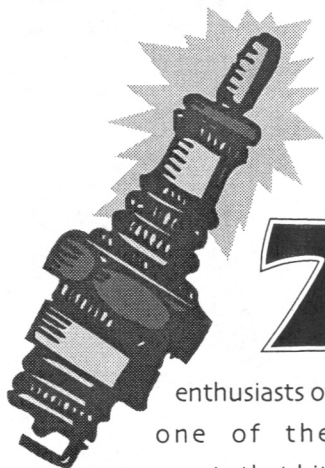


and the doors. However, Ed took the time to remedy this problem by filling the gap with fiberglass and resin then cutting his own "gap" in. The final product is a perfect body panel fit. Nevertheless, this attention to detail did not stop with body work and paint. To name a few, the interior was retrofitted, the suspension upgraded, the exhaust system addressed, and a completely blueprinted and rebuilt engine and transmission.

It took Ed a little more than 10 months to finish this project—a tremendous feat in itself (Once you get a chance to see it, you will understand). Since then, Ed has entered several car shows and has won almost every first place trophy in the modified class. Ed's GTO is showroom clean and sounds like the original Ferrari thanks to a set of 6-into-1 headers with a split collector dumping into two 30-inch glass packs. For those familiar with V-12s, this GTO intimidates as much as it looks with the sweet resonance of POWER.

Unfortunately, as I was writing this article I learned that Ed just recently sold his 250GTO. He is looking forward to building a new project, what I just don't know yet. However, with a garage that can crush cans on its ceiling, I know it will be just as sweet as his late GTO. Happy Motoring Ed, I look forward to seeing your ingenuity in building!!!

Ferrari Z



IGNITION TO HKS, ITS STAGE III:

by Michael Lee, Member@Large

enthusiasts often neglect one of the hottest components that hit the import performance scene. Often, I would look upon a Race Ready Z or Street Performance Z and not see it. Performance headers, large exhaust systems, air filters, and even cams; yet not what HKS lists as Stage III on their performance recipes for a majority of Japanese imports.

What is "it"? An aftermarket ignition system. If you remember awhile back I talked about how critical it was to choose the correct spark plug (?? Issue). It can spell the difference between performance or sluggishness and in some cases if your motor will detonate. Ignition systems become more critical with the earlier L-Series motors.

Recently I have started a 280ZX project, and following past experiences (more like addictions), I added a Nitrous Oxide System. Immediately, I noticed a dramatic difference in misfires (and backfires from fuel loading). This is not common for imports in general, but lets face it: Our beloved L-Series motors were well designed and blessed with impeccable bottom ends; but the test of time has weakened our stock ignitions or placed

them out of date with today's high performance upgrades. In comes the aftermarket.

Today we have a wide variety of ignition systems available to us. Mallory, MSD, Crane Cams, HKS, Jacobs, and Accel are just a few. All claim a variety of gains, some more believable than others. The reasons which opted me to install one are (1) Poor gas mileage; (2) Occasional misfires at high RPMs; (3) No Stock Rev Limiter; (4) Misfires under high compression (NOS, Turbo, Supercharger).

Dedicating a couple of hours, I installed a Crane Cams Hi-6 ignitions system with the complementing PS-92 Coil and upgraded wires (Stay with your stock NGK plugs +/- heat range changes for personal driving needs). The Crane Hi-6 claims multiple spark discharge below 3000 rpm for complete combustion of the air/fuel mixture. Above 3000 rpm, Crane claims a 500% stronger, hotter spark.

Immediately I noticed an improvement throughout the RPM band, particularly above 3000 RPM. Before, my car usually didn't do much after 4500 RPM (besides make noise), but now with the ignition in place, the car was more willing to rev out further all the way to redline—an extra 1500 RPM. In addition, I was able to increase the spark plug gap. This is good for

cars that have worn rings and oil blow-by, whereby a strong ignition will continue to fire through the oil dilution. After about 3 weeks of notetaking, I noticed an improvement from 16.5 mpg average (before) to a 20 mpg average now on 87 pump gas. My Nitrous system comes on strong with no hiccups and I have a rev limiter that is adjustable in seconds for autocrossing or street driving.

Overall, the car starts easier, idles better, and my G-Tech says there's an average of over 4 hp. 0-60 mph with only an open element air filter and straight through exhaust yielded me 8.98 seconds. On the Nitrous, I got 7.7 seconds. With the ignition in place, my times improved to 8.65 and 6.75 seconds respectively. As you can see, the nitrous times are better improved because of the higher probability of over-taxing the stock ignition system.

But my mpg numbers are real world (no NOS) as well as the 4hp gain. Seeing how I spend 90% of my driving under no nitrous conditions (okay, you caught me, would you believe 60%??), the 4 hp may not seem like much, but believe me—the car is more willing to rev higher. And if that extra RPM in your power-band isn't worth it, think of the 3.5 mpg gain. That in itself pays for its cost with today's rising gas prices. If you have any questions, feel free to email me at car2nv@hotmail.com. Happy Driving!



California "Homebuilt" Vehicles Bill Passes: Rolling Emissions Exemption Retained

From Driving Force Newsletter (Oct, 2000)

After months of legislative wrangling, a pro-hobbyist bill (S.B. 1811) that provides for emissions certification and model-year designation of specially constructed vehicles (including homebuilt and kit cars) passed the California Legislature. At press time, S.B. 1811 was awaiting the Governor's signature.

S.B. 1811 was introduced to help California hobbyists by creating special license plates for homebuilt cars and exempting both homebuilts and collector cars from California's Smog Check program requirements. However, along the way, the California Air Resources Board (CARB) got its hands on this bill and was able to transform S.B. 1811 into a remarkably anti-hobbyist measure. CARB, disappointed by the fact that Smog Check is missing promised emissions reductions by about 40 percent, managed to have the bill amended to repeal the rolling Smog Check exemption in California for cars 30-years old and older and replace it with a static exemption for pre-1975 vehicles.

SEMA and California car clubs had been assured that the bill would be further amended in the Senate to also exempt pre-1975 vehicles from remote sensing and roadside emissions testing programs and provide for a collector vehicle exemption from Smog Check regardless of model year. This did not happen.

SEMA government relations team in an effort to retain the 30-year rolling exemption

Out of these legislative complications ensued a remarkable partnership between SEMA Action Network member, SEMA-member companies and the SEMA government relations team in an

effort to retain the 30-year rolling exemption. "The combination of grassroots pressure from California SAN members and SEMA member companies, and SEMA's direct lobbying of legislators in Sacramento succeeded in protecting the exemption from repeal," said Steve McDonald, SEMA's director of government and technical affairs. "Working with the bill's sponsor Sen. Maurice Johannessen and a coalition of like-minded industry.

SEMA Director of Outreach and Public Affairs Brian Caudill noted that caution was necessary: "A good bill became a bad bill overnight and it took every bit of our collective effort to right the wrongs. We now have proof that California's hard-fought rolling emissions exemption is under the gun. We'll have to remain informed, vigilant and ready to act when and if it comes under attack again."



CARB would've liked to make sure this car NEVER receives an emission exemption.

California Parts Recycling

From Driving Force Newsletter (Oct, 2000)

SEMA-supported legislation (S.B. 1058) to amend current California law to ensure the availability of recycled parts from vehicles participating in scrappage, but has been put in the suspense file in the Appropriations Committee. Being placed in "suspense" typically means that a bill will receive no future consideration. Absent a miracle, the bill is likely dead for the year.

California regulator continue to rely on an anti-hobbyist interpretation of current California law (S.B. 501). This interpretation essentially enforces a ban on the resale of parts recovered before crushing. In a nutshell, this means

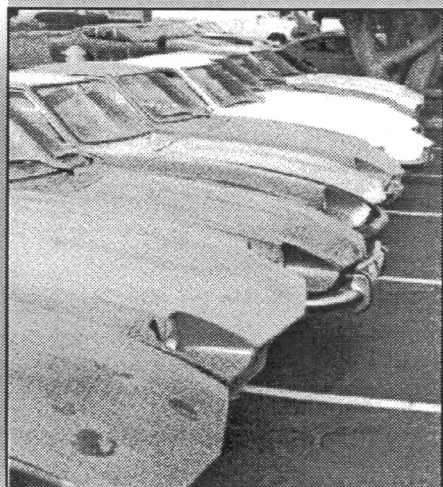
California Air Resources goal is to make sure that not one single taillight is saved from the cars about to be crushed

California authorities are not making parts available for recycling. As we have reported in *Driving Force* many times, the **California Air Resources goal is to make sure that not one single taillight is saved from the cars about to be crushed.** This is devastating news to car collectors, restorers and low-income drivers.

SEMA remains convinced that the law is on the side of common sense, automobile hobbyists, low-income drivers and parts recycling. California law regarding parts recycling needs to be properly interpreted, strengthened or appropriately enforced. Rest assured, SEMA will continue to pursue this objective.



Classified Section



CLUB STUFF

| | |
|-----------------------|---------------------|
| ZCSD Shirts (T) | \$12-14 |
| ZCSD Hats | \$10 |
| ZCSD Event door signs | SOLD OUT |
| ZCSD window stickers | \$1 ea. |
| ZCSD Hat/lapel pins | 2 for \$1 |

Advertising automotive related items free for Z-Club members, spouses, significant others, friends, neighbors and casual acquaintances. To place an ad or cancel an ad, call Ed at (619) 553-6625 I'll run your ad for three months unless you tell me to cancel.

AUTOS

1972 240Z, white with white leather seat facings; stock motor & 4speed; just under 150,000 miles; 2 year old Motorsport R-134 a/c system and 4-row radiator; 280ZX Turbo wheels; many upgrades including suspension and brakes. Needs a few things done, but in good shape. Looking for quick sale at \$3,750. Contact Rob at (818) 889-6929 or RobCalderhead@aol.com (11/00)

1973 240Z, 5spd, original orange, '72 carbs, 35K mi. on rebuilt engine, completely rebuilt suspension, beautiful body, alarm, always covered. \$4,250. Call John at (619) 579-9872. (11/00)

1975 280Z, 5spd, A/C, new tires, stereo, runs good. \$1,000. Call Buddy at (619) 698-4730. (10/00)

1975 280Z coupe, 4spd, one owner, original green w/black int., A/C, AM/FM/8-track radio w/electric antenna. Interpart springs w/Gabriel gas shocks, American 4 spoke mags w/spinners. Small duck-tail spoiler, bra and cover included. \$4,000 or best offer!! Email ikuof@juno.com or call Ike at (626) 285-4078. (11/00)

1979 280ZX, 5spd, 99K miles, maroon, new tires, runs great, smogged. \$3,000 or best. Call Erik at (858) 581-2107 (10/00)

PARTS

1975-1978 280Z Air Dam \$165, and 3 piece-6" high Whale Tail kit \$175. Both brand new, still in bubble packing. Call John at (619) 475-6160. (9/00)

Open Cone (air filter) Intake. Will fit 280Zs & 280ZXs. All plumbing and Akimoto filter. \$35. Call Michael @ (619) 723-8846. (10/00)

Toyota 4x4 front brake kit for 240Z (non-vented rotor) \$125
Tokiko struts & new stock springs w/1,000 miles on them \$125
New 240Z master cylinder \$50
New set of early chevy "ram horns" for V8 conversion \$125
Call Jim Ashly at (619) 290 9023 (pager) (10/00)

(4) 235-40ZR17 Nitto NT-450 tires, 80-90% tread remaining, \$200 obo. Philip - Home(858) 695-1594 - Work (858) 404-2331 - e-mail pchilds@juno.com (10/00)

14 Rules For Driving in San Diego

Stolen from Rick Rawe with some poetic license, Smokey Mountain Z Club

1. A right lane construction closure is just a game to see how many people can cut in line by passing you on the right as you sit in the left lane waiting for the same idiots to squeeze their way back in before hitting construction pylons. Bonus points are awarded for getting out of your car and moving the pylons.

2. Turn signals provide clues as to your next move in the road battle, so never use them.

3. Under no circumstances should you leave a safe distance between you and the car in front of you, no matter how fast you're going. If you do, the space will be filled in by somebody else, putting you in an even more dangerous situation.

4. The faster you drive through a red light, the less likely your chance of getting hit.

5. The car that needs the most extensive body work automatically has the right of way.

6. Braking is to be done as hard and late as possible, to insure that your antilock braking system kicks in. This will give you a nice relaxing foot massage as the brake pedal pulsates.

7. Construction signs are carefully positioned to tell you about road closures immediately after you pass the last opportunity to exit, but just before the traffic begins to back up.

8. Never pass on the left when you can pass on the right. It's as good way to scare people entering the highway. Passing on the shoulder is encouraged - that's why they're paved.

9. Speed limits are arbitrary figures to make California look as if it conforms with other state policies. They are intended only as suggestions and are, in fact, unenforceable.

10. Just because you're in the left lane and have no room to speed up or move over doesn't mean that a driver flashing his high beams behind you doesn't think he can go faster in your spot.

11. Always slow down and rubberneck when you see an accident or even a person changing a tire. If you're lucky, you may see the unlucky breakdown victim get mugged.

12. Learn to swerve abruptly. San Diego is the home of very high speed slalom driving, thanks to the California Department of Transportation. The orange pylons

are for special slalom events as they are reserved only for the most highly skilled in slalom driving when competitions are held at night.

13. Seeking eye contact with another driver automatically revokes your right of way.

14. Giving an obscene gesture may invite armed retaliation. Be sure that your rifle is on the gun rack in the rear window (and therefore visible), rather than lying on the seat, and in range to be picked up easily.





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A Word About Wax

Wax is an organic material that is solid at room temperature, melts at a fairly low point and is not a polymer. Wax comes in many types, including vegetable (carnauba), mineral petroleum (paraffin and micro-crystalline), animal (bees) and fossil (montan) and yes - also synthetic.

It has many properties, including hardness, water repellency and resistance to breakdown and melting points (about 160 to 180 degrees Fahrenheit).

Wax is the last step in car care and serves as a paint protectant and also makes it shine.

It is a barrier against things in the environment including acid rain and other contaminants that affect the car's paint finish. When wax is applied to the car's surface, the contaminants attack the wax and not the paint.

Wax protects by improving slip resistance, preventing dirt and dust from abrading the surface, preventing contaminants from corroding the paint's surface. Wax also improves the appearance of the car by making it shine. It improves the reflection of light off the car, making the finish look smoother and brighter.

manufacturers continue to debate what is more important: looks or length of protection. Some manufactures feel looks are more

important than protection, while other feel the importance lies in how long the finish will last.

Waxes contain more than just wax. Other substances are often added to wax to help it work better, making it easier to spread and last longer.

Polymers and silicones may be added to give wax more durability. Waxes typically last one to two months or less depending on the formula and how much of the product is applied.

A polished, clean surface will make applying the wax easier, enhance the appearance and help the wax cover imperfections in the surface.

The same wax formulation can be used for old and new cars, as long as the car is prepared properly. However, the age of the car can affect the outcome of the wax job, or the length of time the shine lasts.

It has been proven that a natural product has the best overall performance on new and older cars.

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The 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.

- **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.

CHARTER MEMBER

Dues are: New membership is prorated (\$30 or less) **\$30** for a renewal. ***\$15** Associate (Newsletter only)

The Z-Club of San Diego
7473 El Cajon Blvd.
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|||||
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