

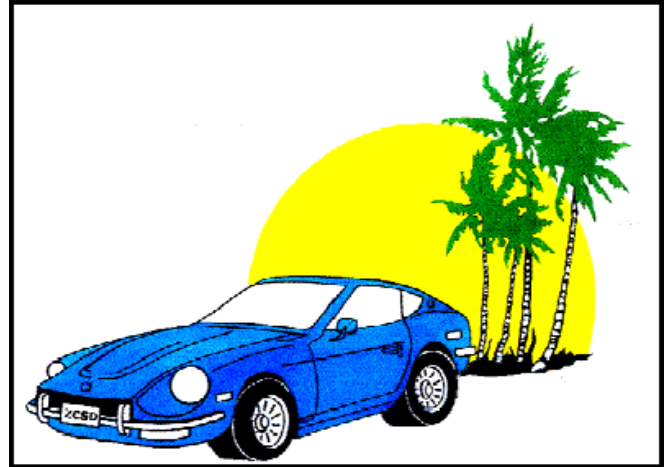
Z Club of San Diego

JULY Vol. 21 No. 7

Est. 1991

Yahoo Group: <http://autos.groups.yahoo.com/group/zcsd/>
Facebook: group and page "ZCSD"

Serving the
County of San Diego
since **1991**



**NEXT GENERAL MEETING IS JULY 3RD AT DENNY'S
in the Clairemont Square Shopping Center (See Page 2)**



SEZ THE PREZ



ZCSD OFFICERS

BOARD MEMBERS:

President

WALLY COOK

Wallace@captscook.com

Vice President

DAVID GONZALEZ

Davidgonzalezmen@yahoo.com

Secretary

Patty COOK

Patty@captscook.com

Treasurer

MICHAEL MONTAG

mtmontag66@cox.net

COMMITTEE MEMBERS:

Membership

CLIF YAUSSE

(619) 401-0680

Clifyaussi@sbcglobal.net

Events Coordinator

Wally Cook

Wallace@captscook.com

Newsletter Editor

DAVID GONZALEZ

Davidgonzalezmen@yahoo.com

Newsletter Production

SHERI ARNOTH

Webmaster

RICH SCHARF

Rich.scharf@att.net

Member at Large

TBA

Track Coordinator

MIC HALBERT

(858) 270-9277

Club "Store"

MICHELE RUPPERT

ccheless@earthk.net

Convention Chairman

Lenny Arnoth

Lennynsheri@cox.net

Sayz the Prez

The month of June started off with a great General Meeting with a guest speaker. We had 35 people enjoy the talk given by Prentice St. Clair from Details in Progress. This was followed by a great drive put on by our terrific drive master-Clif Yaussi, where we had 22 cars participating and about 32 people. It was a beautiful day, warm and sunny, with great food at the Paradise Café.

July will be another really good month with another guest speaker and our annual Drive In Movie Night.

In a move to help another Z Club, we have taken steps to make the ZCCIV (Inland Valley) a Chapter Member to ZCSD. Your Board voted at the last Board Meeting to accept ZCCIV as a Charter Club. A motion will be voted on at the July meeting to accept a bylaws change to accept Charter Clubs.

This is your club and if you are not having fun, you need to come out and join in with the rest of the members that are having all the fun.

Wally Cook - President

Z CLUB OF SAN DIEGO

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 marquee. As a

Charter member of the National Z Car Club Association its 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 ZCSD. Annual dues for new and continuing members, are \$36. Members receive ZCSD discounts at participating parts and/or service dealers, receive the monthly newsletter, and may participate in monthly club events.

Monthly meetings are held the first Tuesday of each month starting at 7:00 pm at **Denny's Restaurant** located in the **Clairemont Square shopping Center**, just a stones throw from Krispy Crème donuts, unless otherwise posted. Come early and socialize! Club event ideas and advertising submissions are welcome. Items to be placed in the classified section of the newsletter are listed at no charge to paid members and run for three months unless cancelled or renewed. Submissions should be received by the 10th of the month prior to publication. Send submissions to:

Z Club of San Diego

P.O Box 710886

Santee, CA 92072

Email: zcsd@zcsd.org

Website: www.zcsd.org

Come to the meetings OR CONTACT AN OFFICER

should you need more information

Our monthly meeting place:

DENNY'S

4280 Clairemont Mesa Blvd.

San Diego, CA 92117

Driving directions:

From 52, take the Genesee exit south to Clairemont Mesa, go west just past Clairemont Drive, and it's on the right

From 5, go to Clairemont Dr and go east a couple miles 'til you get to the Clairemont Square Center. Turn right on Clairemont Mesa Blvd. Then look for the Denny's on your left. We park in back of Denny's



ZCSD EVENTS

2012

- July 21st** ZCSD's Annual Drive-in Movie Night, Santee –Wally, organizer
- August 12th** ZCSD's Olympic Gimmick Cruz and Lunch-Patty , organizer
- September 15th** Japanese Classic Car Show at Queen Mary in Long Beach
- September TBA** Coronado Speed Festival– Mic , organizer
- September 18th** ZCSD's Caravan to Phoenix-Clif , organizer
- September 18th to the 22nd** ZCCA National Convention in Phoenix, AZ—Desert Z, organizer
- October 7th** ZCSD's Oktoberfest and Beer and Tasting –Rob, organizer
- November 11th** ZCSD's Winery Cruz—Sheri , organizer
- December 8th** ZCSD's Annual Holiday Party-Sheri, organizer



PATTY'S REPORT



Prez Wally Cook opened the **General Meeting**, welcoming everyone. After everyone introduced themselves and said how long have they owned their Z cars, David Gonzalez introduced the speaker, Prentice St. Clair from "Detail in Progress" who did a 'show & tell' about detailing your car. Then the officers gave their reports; we talked about upcoming events; and adjourned to the parking lot for general car viewing and discussions.

The **Board Meeting** held June 19th at Coco's in El Cajon was well attended; we discussed speakers for future meetings, merchandize for the Club Store (smaller sizes), updating the web site and upcoming events. The Board voted to create a 'Chapter' level of membership within our club and invite ZCCIV (Z Car Club of Inland Valley) to become our first Chapter Member Club.

Appropriate By-Law changes will be presented at the General Membership Meeting for approval. The next board meeting will be Tuesday, July 17th at 7:00 PM, Coco's Family Restaurant (1025



CLEARANCE SALE
ALL REMAINING ITEMS
IN STOCK

See Michele for sales on the
Remaining stock

ZCSD STORE



NEW CLUB SHIRTS ARE IN !!!
\$ 25.00

CLIF'S MEMBERSHIP



Which Z car is the most popular in ZCSD?

Z CAR	MODEL
20	240Z
3	260Z
13	280Z
13	280ZX
5	300ZX-Z31
7	300ZX-Z32
12	350Z-Z33
6	370-Z34

**MAY BIRTHDAYS
Happy Birthday!**

David	Gonzalez	07/03
Brian	Alexander	07/10
Greg	Day	07/13
Don	Austin	07/14
Cindy	Asebedo	07/27

A special shout out to Gloria Libonate who made it out to the Idyllwild run after a short hospital stay the week before. Glad you are out and about again. Even though they are not currently driving a Z car, they continue to support our club with their enthusiasm and love.

Short note from your editor
And Vice-Prez



Happy 4th of July!!!. You can not ask for a better place than San Diego in the summer time, sunny days cool breeze and plenty of curvy roads to ride your Z. We had an awesome run in June to the pretty little town to Idyllwild, thanks to Clif for organizing and coordinating this magnificent event. July promise to be another awesome month and with my favorite outing ,the drive in movie .Bring your chairs, blankets, food/snacks or buy them at the concession. Also want to welcome some new sponsors: Arnoth Painting, Detail in Progress, Michele Rupert with the touch that heals, Sea Coast exclusive properties, Dave Stall and Mike Dunn Photography & Graphics. Come and join your Club and have some fun.

June Guest Speaker



Prentice St. Clair is the president of **Detail in Progress, Inc.** He provides automotive reconditioning services to the Peninsula Communities since 1989. He addressed the ZCSD membership at the general meeting and explained and demonstrated how your car can be reconditioned and detailed to as good as new conditions. From paint to upholstery to bumper and windshield repairs. Prentice explained the differences between waxes and polishers and the correct use and application. Prentice has 225 published articles in eight industry trade publications, author of multiple automotive reconditioning training videos and manuals. He has been an invited speaker at 20 international industry trade shows. We want to thank Prentice for his informative and entertaining presentation.

Idyllwild Run



These are the pictures from the first meeting point to the great June's run to Idyllwild. We had Kenneth a fellow Z car enthusiast from Washington State . ZCSD president ,Wally welcomes Joe, Michele's guest and copilot for the run. Also Dennis Darnall brought his formidable 300ZX TT. Devin inspected the cars before the run and brought his friend Ryan who is a former Z car owner. Bill and Diane showed us "how to walk this way" and stay in step. Michael took some awesome pictures of the group as we assembled. Dave and Ginger were also present and drove their Toyota 4 Runner. After we all got reacquainted we had a drivers meeting were we discuss the route and schedule of the event and other stops along the way to pick up more ZCSD members.



On our second stop, we met up with Michael and Gloria Libonate, new member David Lopez and Wife Rosie and Chuck.



At third stop we met John Williams and his beautiful gray 240Z , Joe with his awesome orange 240Z and Brad with his pretty blue 280ZX. We also had a break for refreshments and snacks.



After an awesome run, we finally made it to the beautiful town of Idyllwild and literally we took over town. This pretty town looked even better after our caravan of Z cars enter the main street. We had every model of Z cars represented plus a Toyota 4 Runner, a Prius and a Cadillac.



History of Idyllwild

Idyllwild is nestled in the San Jacinto mountains. Set among tall pines, sweet smelling cedars and Legendary rocks. The town has kept its "small town" atmosphere. Locally owned shops and restaurants are all you will find here. Come and experience the peace and quiet of Idyllwild.

If you are ready to get away from the traffic jams, or the noisy city life, this is the town for you. Idyllwild has perfect day hikes for the quick weekend hike, as well as the high country for the longer "over night" hiking journeys.

Idyllwild vacation cabins Idyllwild vacation rentals

Idyllwild Vacation Cabins and Idyllwild Vacation Rentals

Rock Climbing is another favorite past time in which to enjoy Idyllwild. With many boulders and the legendary Tahquitz and Suicide Rocks, Idyllwild attracts beginners as well as seasoned professionals.



We arrived at Paradise Valley Café and found ample parking to accommodate our Z Cars caravan

Paradise Valley Cafe



Paradise Valley Café is located where Highway 74 intercepts Highway 371 in spectacular Gamer Valley .You really can't miss it when you are traveling down either as it's the only dining location for miles and is basically by itself on the corner. Paradise Valley Café focuses on American cuisine and serves breakfast, lunch and dinner. The portions are generous and the price is good. They have an outdoor patio area where they have entertainment in the warmer months on the weekends. The waitresses are extremely efficient and always available.
Hour: Wed-Mon 8:00 am to 8:00 pm





John Williams 240Z



Michael Montag 350Z



Nice line up!!!



Devin's 370Z



Full dinning room



Pat and Debbie



Joe and Michele



Wally and Patty



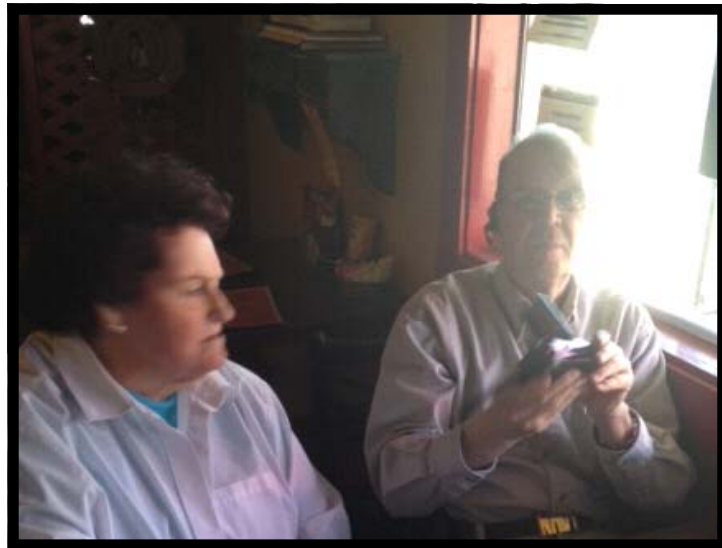
Brad and Jan



David and Rosie



Phillip and Barbara



Michael and Gloria



Clif and Marsha



Bill and Diane



Lenny and Sheri



Devin and Ryan



Dennis and Kenneth



Dave and Ginger



Chuck and Mark



Debbie ,Don and Terri



Pat, Diane, Joe and Michele



Kenneth and David

June's General Meeting



June's general meeting was a busy and well attended one. We had a great speaker; Mr. Prentice St. Clair. A guest from Z Car Club of Washington; Mr. Kenneth Lindsey and ZCSD new member Mr. David Lopez. Michele had a great time making her sells from the trunk of her car. Thank you to all that came and made this gathering a great one and for sponsoring us with your attendance.

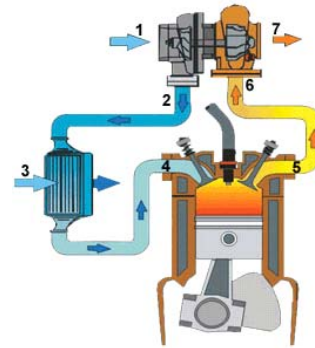


How a Turbo System

Engine power is proportional to the amount of air and fuel that can get into the cylinders. All things being equal, larger engines flow more air and as such will produce more power. If we want our small engine to perform like a big engine, or simply make our bigger engine produce more power, our ultimate objective is to draw more air into the cylinder. By installing a turbocharger, the power and performance of an engine can be dramatically increased.

So how does a turbocharger get more air into the engine? Let us first look at the schematic below:

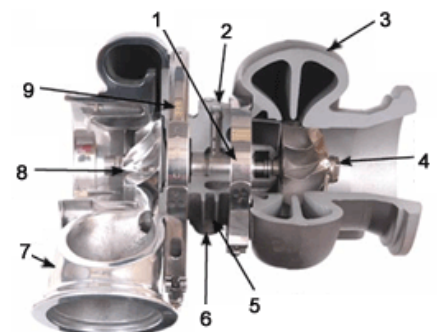
- 1 Compressor Inlet
- 2 Compressor Discharge
- 3 Charge air cooler (CAC)
- 4 Intake Valve
- 5 Exhaust Valve
- 6 Turbine Inlet
- 7 Turbine Discharge



The components that make up a typical turbocharger system are:

- The air filter (not shown) through which ambient air passes before entering the compressor (1)
- The air is then compressed which raises the air's density (mass / unit volume) (2)
- Many turbocharged engines have a charge air cooler (aka intercooler) (3) that cools the compressed air to further increase its density and to increase resistance to detonation
- After passing through the intake manifold (4), the air enters the engine's cylinders, which contain a fixed volume. Since the air is at elevated density, each cylinder can draw in an increased mass flow rate of air. Higher air mass flow rate allows a higher fuel flow rate (with similar air/fuel ratio). Combusting more fuel results in more power being produced for a given size or displacement
- After the fuel is burned in the cylinder it is exhausted during the cylinder's exhaust stroke in to the exhaust manifold (5)
- The high temperature gas then continues on to the turbine (6). The turbine creates backpressure on the engine which means engine exhaust pressure is higher than atmospheric pressure
- A pressure and temperature drop occurs (expansion) across the turbine (7), which harnesses the exhaust gas' energy to provide the power necessary to drive the compressor

- 1 Ball Bearings (support and control the rotating group)
- 2 Oil Inlet
- 3 Turbine Housing (collects exhaust gases from the engine and directs it to the turbine wheel)
- 4 Turbine Wheel (converts exhaust energy into shaft power to drive the compressor)
- 5 Center Housing (supports the rotating group)
- 6 Oil Outlet
- 7 Compressor Housing (collects compressed air and directs it to the engine)
- 8 Compressor Wheel (pumps air into the engine)
- 9 Backplate (supports the compressor housing provides aero surface)



Know where your Z came from

RESPECT YOUR ELDER...

Datsun 240Z/260Z/280Z

The Datsun Z series announced the automaker as a presence in the sports-car arena. Having dramatically expanded both model offerings and sales in the 1960s, Nissan turned to innovation in the Seventies. Its small front-wheel-drive Cherry (which would come to America as the F-10) showed that the company could field competitive (if ungainly) mass-market cars. But it was the Datsun 240Z that showed what this Japanese firm could really do, solidly establishing Nissan as what we now call a "world-class" automaker.

The Datsun 240Z was carefully conceived, progressing from good idea to production reality over five years. It was called Fairlady Z when launched in Japan in early 1969. The 240 designation was chosen for other markets, corresponding to engine displacement (in liters, multiplied by 10), though some say it was the car's project number. Unlike the 1600/2000 roadsters it replaced, the Z was a sleek and sexy fastback coupe, more technically advanced, and designed very much with an eye to export sale, particularly in North America.

Designated Model S30, the original Z-car was shaped at least in part by industrial designer Count Albrecht Goertz, who'd been associated with Raymond Loewy and had styled the two-seat 507 and four-seat 503 for BMW. Strangely, Nissan later tried to shrug off Goertz's involvement until the threat of legal action forced it to "come clean."

In any case, the Datsun 240Z was a sensation, not least because of its price. Smooth, civilized, capable, and fully equipped, it was a truly modern sports car, worthy of comparison with Jaguar's E-Type yet much cheaper. In fact, at just \$3526 when it landed on U.S. shores in 1970, the Datsun 240Z was simply astonishing value-for-money, and it was this as much as its obvious abilities that sent auto writers into gales of praise and buyers streaming into Datsun showrooms.

Except for its engine and standard 5-speed overdrive manual transmission (the latter inherited from the 2000 roadster) the Datsun 240Z was all-new -- altogether beefier, faster, and more long-legged than previous Nissan sports cars. If not exactly original, the styling was adroit, blending elements of the curvaceous E-Type with overtones of Toyota's abortive 2000GT. Journalists picked at details (mostly a profusion of badges and rather tacky wheel covers), but most everything else was just right.

The long nose was dictated partly by the power plant, a 2.4-liter single-overhead-cam inline six borrowed from a domestic-market Datsun sedan, tuned to produce 151 horsepower in U.S. trim. Chassis specifications were bang up-to-date: all-independent suspension via McPherson struts, wishbones, and coil springs; rack-and-pinion steering; front-disc/rear-drum brakes. Cockpit design was rather American, especially the Corvette-style dashboard, though that hardly hurt U.S. sales.

Neither did equipment, which set a new standard for this price class. From the first, air conditioning and automatic transmission were optional -- items BMC and Triumph hadn't even attempted with the big Healeys and TRs -- while full instrumentation, wall-to-wall carpeting, reclining bucket seats, radio, and a proper climate system were all standard.



Of course, none of this would have mattered had performance not matched the styling, but the Datsun 240Z delivered. Many compared it with the late, lamented Healey 3000 in overall character, while others merely raved about the 125-mph top speed, nimble handling, secure road holding, comfortable ride, and refinement unheard of in a sports car of this price.

In fact, a major reason for the Datsun 240Z's instant success was that it was more GT than traditional sports car (reinforced by the absence of a soft-top version), a sort of poor man's E-Type. That was no bad thing, of course, and Nissan soon found it couldn't build Zs fast enough. High reliability, a trait never associated with the Jaguar, turned the sales clamor into a stampede.

Demand would remain mostly strong through the end of this design in 1978. Some Americans and Europeans were aware of, but never got a chance to buy, the interesting, Japan-only 2.0-liter and twin cam derivatives. What they did get were minor year-to-year improvements, a second body choice, and two displacement increases.

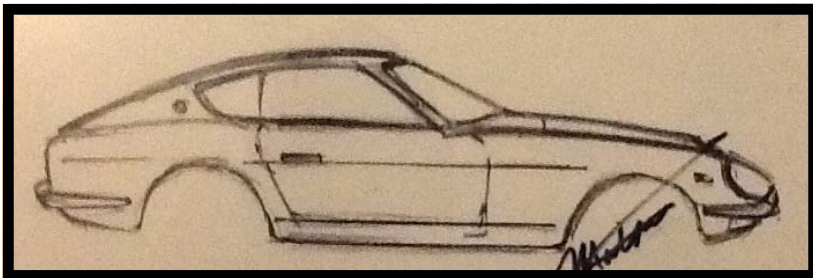
The original Datsun 240, which eventually sold in the U.S. at the phenomenal rate of 50,000 units a year, continued into 1973, when the engine was enlarged to 2.6 liters to offset power losses from tightening U.S. emissions limits. Unfortunately, it didn't. Appropriately called 260Z (officially, Type GLS30 in U.S. him), it had slightly less horsepower and torque. Federal regulations also dictated bigger, heavier bumpers that added unwanted weight, particularly up front, thus further diminishing go and making the optional power steering almost mandatory for easy handling.

The Datsun 260 also marked the start of the Z's slow but inexorable transformation from sports car to GT. As if to signal this trend, Nissan introduced a stretched-wheelbase version with a pair of tiny " + 2" rear seats. Styling inevitably suffered (as it did on Jaguar's E-Type 2 + 2), though sales were initially good.

The Datsun 240Z's styling still looks good in today's "aero age," as reflected in successor ZX models.

Displacement rose to 2.8 liters for the final variations on this theme, the U.S.-only Datsun 280Z and Datsun 280Z 2 + 2, released in 1975. (The Datsun 260 continued in both Europe and Japan'.) With 150 bhp (SAE net), the larger engine brought performance back to near 240 levels, and Nissan responded to complaints of poor Datsun 260 engine drivability by junking carburetors in favor of Bosch electronic fuel injection.

After eight years and more than 540,000 units, the original Z-car came to an end in late 1978. More than any other, this was the car that proved Nissan could build not just transportation but interesting, even exciting cars. Now it was time for a change, though it wouldn't necessarily be for the better.

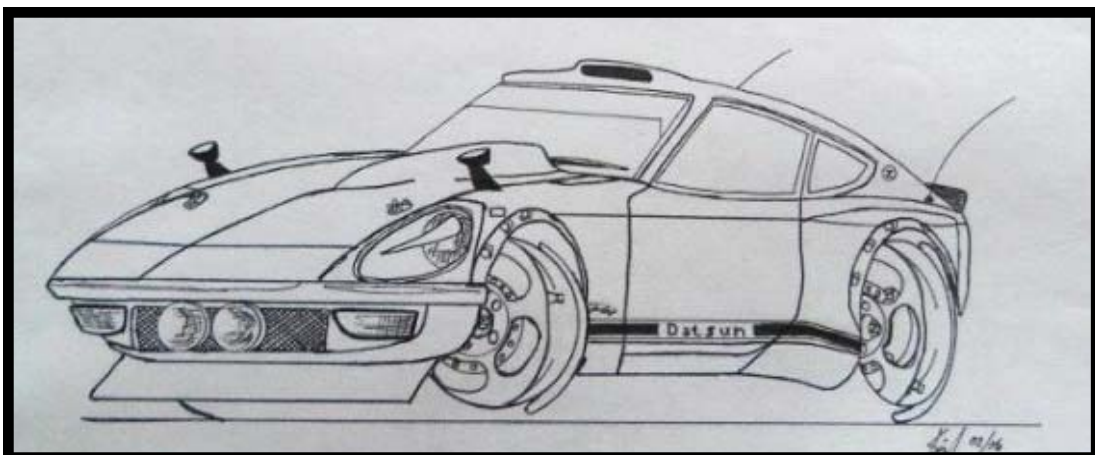
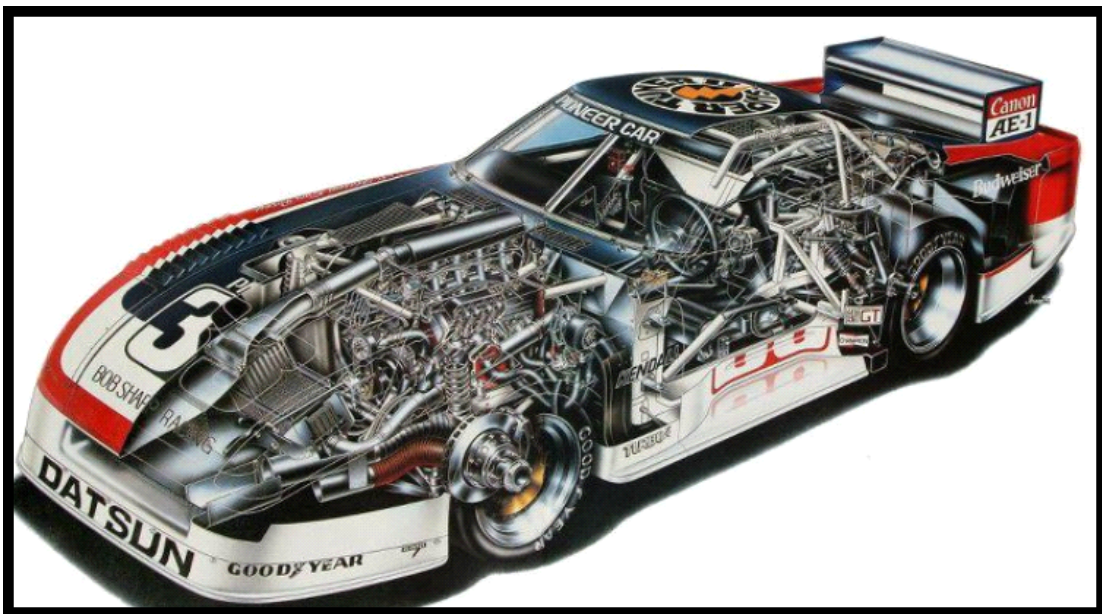
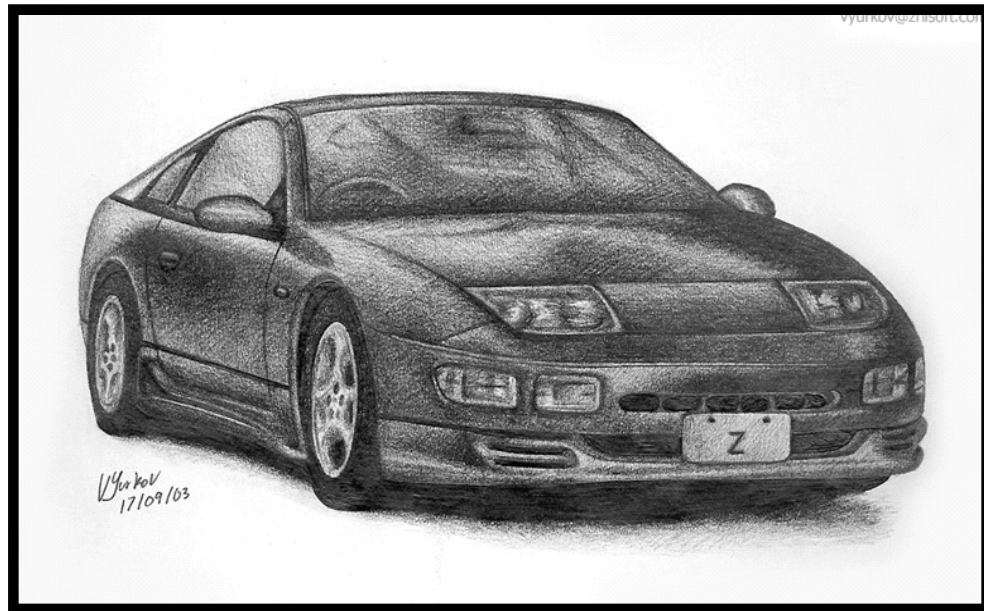


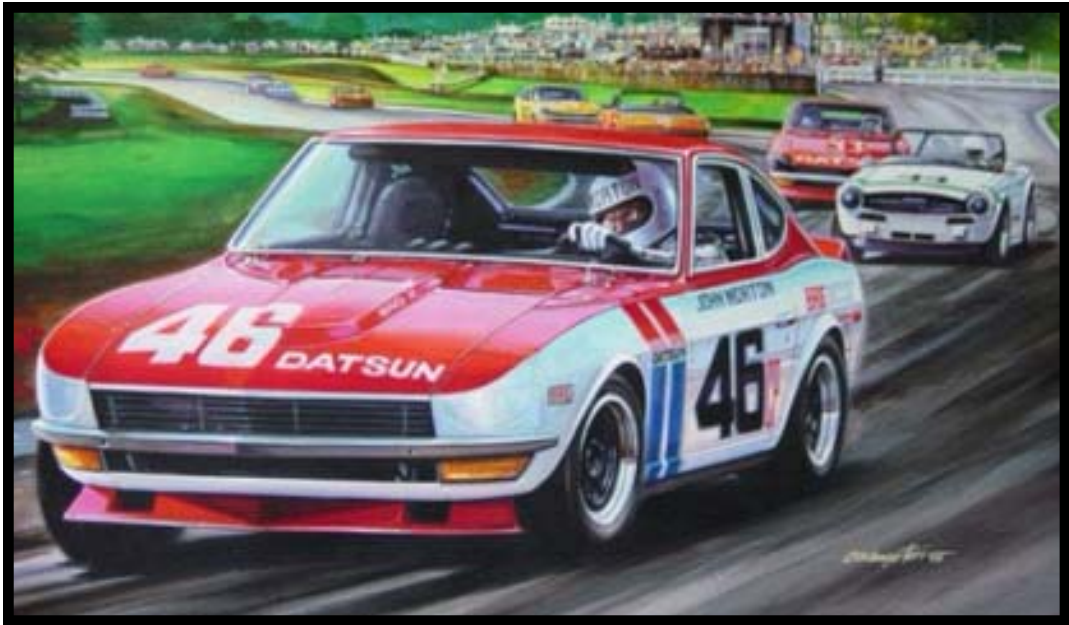
Original 240Z car sketch as design by Mr. Yoshihiko Matsuo
Chief Designer on the Fairlady Z project.

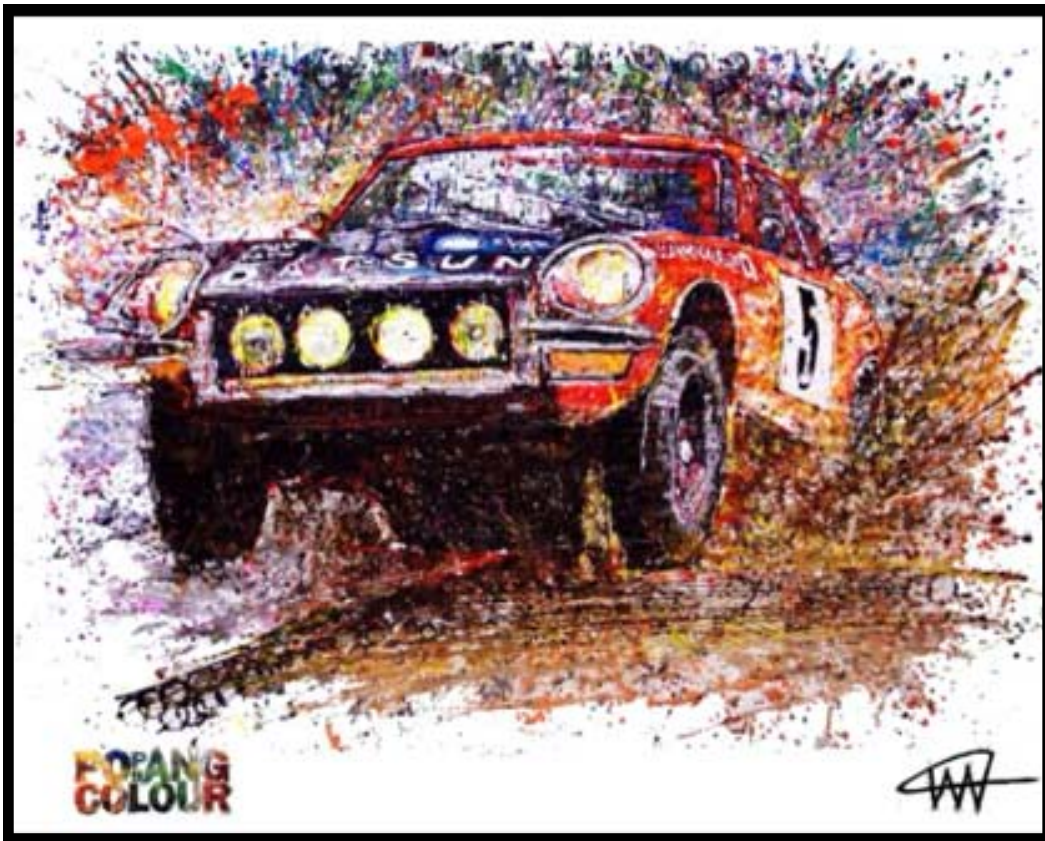


Similarities between Nissan 370Z
and Datsun 240Z

Datsun Z C-ART







Above:

This is a painting from the English artist Ian Cook. He became famous for painting pictures using the wheels of radio/remote control cars. Cook dips the cars in acrylic paint. He creates the brush strokes by driving the small vehicles in short bursts over the canvas. He also uses full size car tires for large blocks of colors

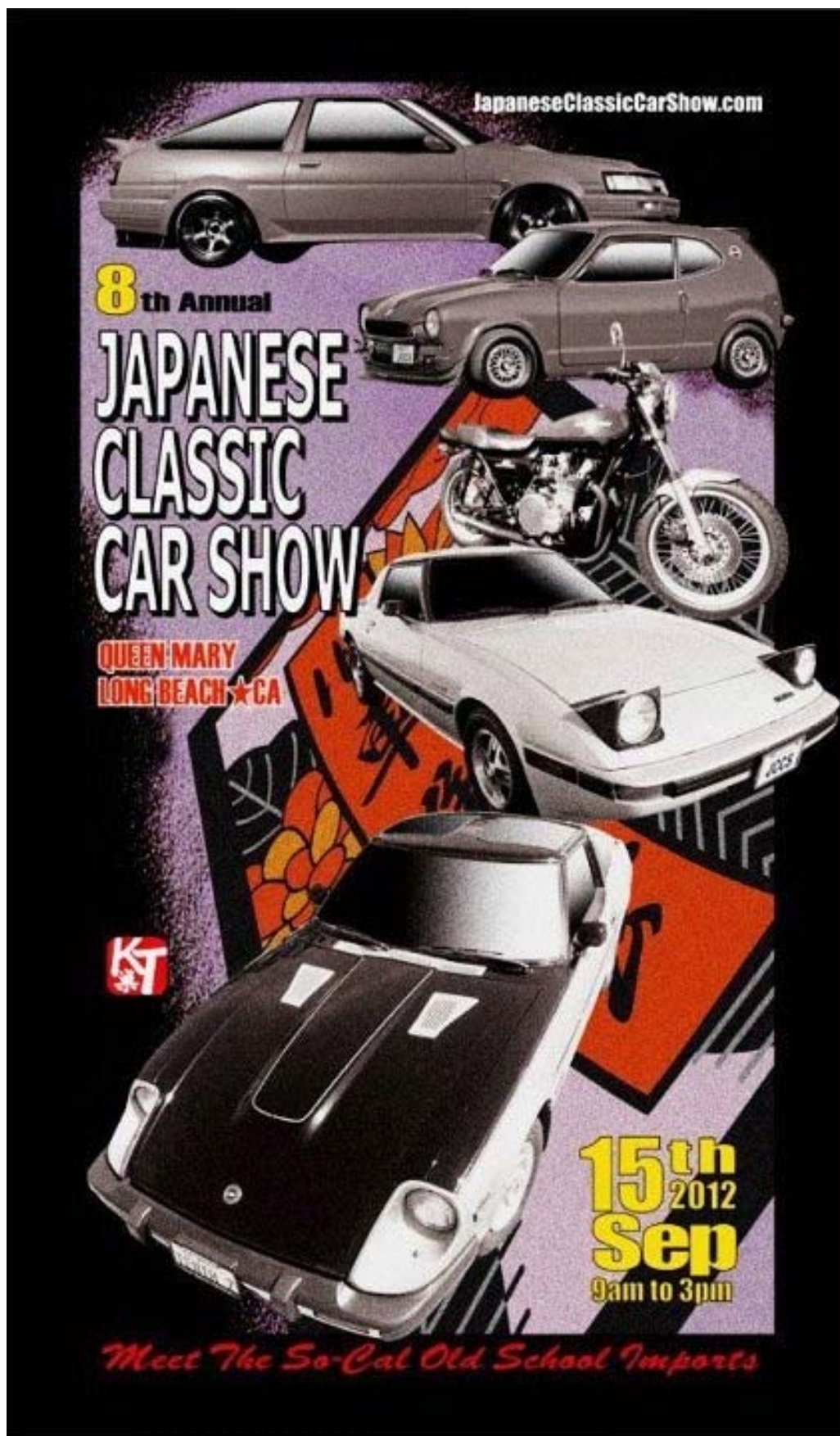
Shiny Z



SANDAG Car Show



Our foreign correspondent, Michael Montag was kind enough to bring us this pictures from the SANDAG South Bay Expressway Celebration. Commemorating across the board toll cuts for South Bay Expressway customers. The activity took place last Saturday ,June 30th at the Otay Ranch Town Center. They had live music, entertainment, face painting, kid's craft, exhibitors and samples and more. Thank Michael for the great pictures and for representing ZCSD in that event.



REGISTRATION STARTS JULY 1st 2012

4 Zale



1



2



3

Nissan 280ZX 1983: 1. set of rear TWR matched coil spring \$40.00
2. Bosh water pump and gasket \$15.00
3. Pro Stop set of rear brake pads \$10.00

Contact David Gonzalez:
Datsun260zt@gmail.com
(619) 208-2908

Nissan 1992 300ZX, in good condition. It's got about 160,000 miles on it. I've taken scrupulous care of it, but now find myself in a position when I really have to let the car go. I would like to sell it to a Z enthusiast who will take as good care of it in the future as I have these past 20 years.

If interested and for more information please contact :

David Coddon
Barrettsd@aol.com
(619) 980-4183

Please show your valid Z Club of San Diego membership card to receive your Z Club discount.



9756 Aero Drive, San Diego, CA 92123

2 lights west of I-15 on Aero Dr.

(858) 467-9999

5% to 10 % Discount to Z-Club Members

BARLOW

INSURANCE BROKERAGE

Special Coverage for Special Cars

Lic. #CA0774014

JONATHAN BARLOW

Ph. (800) 558-7772

A FINAL TOUCH DETAILING

ECO Responsible Products

"As Perfect As The Paint Allows"

Peter Grubb

619-322-6967

hammer2930@hotmail.com

Poorboys, Zaino, 303, Megs, FK,
Klasse, Optimum, Clearkote



COMPLETE AUTO REPAIR / SMOG / ALIGNMENT / TIRES

DARA BAKHSHANDEH

DARA@CDAUTOCARE.COM

TEL (619)466-9100 FAX (619)466-1504

7167 UNIVERSITY AVE. LA MESA CA 91942

WWW.CDAUTOCARE.COM

MOSSY NISSAN



El Cajon
(619)588-0500
National City
(619)474-7011
Kearny Mesa
(858)565-4411
Oceanside
(760)720-9797
Poway
(858)668-3600
Escondido
(760)746-5050

20% discount

to ZCSD Members

www.mossy.com



WWW.ZCARPARTS.COM

1139 West Collins Ave.

Orange, Ca. 92067

(714)639-2620

10% DISCOUNT TO ALL ZCSD MEMBERS



The Other Nissan Dealer

TONY CLINE
PARTS DIRECTOR

4433 Mission Bay Drive
San Diego, CA 92109

20% discount
to ZCSD Members

(858)581-3200
FAX 483-5715




Parts - Service - Restoration
Roadster - 510 - 240Z

Discount to ZCSD members

Les Cannaday

345 Olive Ave
Vista, CA 92083
(760) 940-6365

les@classicdatsun.com
www.classicdatsun.com



SUMMIT TRANSMISSIONS
Quality Services & Repairs Since 1982

619-463-9400
Jerry Kubitsky

7633 El Cajon Blvd #100, La Mesa, CA
(1/2 Mile West of Baltimore)
www.summittransmissions.com

We Fix Only What Needs To Be Fixed!



**U.S. WHEELS
REMANUFACTURING**

**You Bend Them
We Fix Them**

1000 West Bradley Avenue
El Cajon, California 92020
(click for map)

619-596-8033
San Diego's Finest and Only Wheel
Remanufacturer

Car and truck wheels and rims straightened,
polished, repaired.

U.S. Wheels Remanufacturing
Car and Truck
Wheels Polished and Repaired

Local Family Owned
and Operated since 1979

Print this page for
a one-time 10% discount.
[Print](#)

Properly inflated tires aid fuel economy, extend tire life, and help prevent wheel damage from potholes and road hazards.

Roger Daniel's
Alignment & Brake

(619) 562-7969
Toll Free 1-888-704-8517

www.rogerdanielsalignment.com
8517 Ahlert Rd., Shop F • Santee, CA 92071

DG QUALITY CARS
Affordable Cars and trucks
858 945 5919
DGDsandiego@gmail.com



Dennis Darnall

BUMPERDOC®
Auto Appearance & Body Repair Specialists

Ryan Logan
General Manager

Ph: 858-505-0770
Fax: 858-278-0445
Ryan@BumperDoc.com

3885 Convoy St.
San Diego, CA 92111
www.bumperdoc.com

Aurelio A. Perez
Owner

House of Naugafyde

Upholstery • Auto • Interiors • Repairs
Boat • Motorcycle seat
Fabric • Vinyl • Leather

Mon - Fri 8 am to 5 pm
Sat. 8 am to Noon

3586 30TH St. North Park
San Diego, CA 92104

619-298-7840



Derek Suda
derek@thedynoshop.com


(619) 562-3933
Fax: 562-2068

10042 Prospect Ave.
Santee, CA. 92071
www.thedynoshop.com

STAR • A
Auto Body

Rogelio Alvarez

619.562.4000
10737 Woodside Ave
Santee CA 92071
Mon.-Fri. 8:30-5pm
Sat. 9-1pm



Complete Customer Satisfaction Guaranteed

Sea Coast
EXCLUSIVE PROPERTIES

Michael A. Libonate
Realtor®
CA DRE #00927431

Award Winning
Offices - Over 25 Years

Cell 760.715.0205
760.635.3158
Fax 760.944.9549

mllibonate@gmail.com
www.SDSeaCoast.com

2146 Encinitas Boulevard, Suite 110 • Encinitas, CA 92024

DAVE STALL
Automotive Journalist

760-715-5507


www.davestall.com

It's
DUNN
Photography & Graphics

- › Special Events
- › Weddings
- › Informal Portraits
- › Automotive Portraits
- › Brochures
- › Product Imagery
- › Advertising Flyers
- › Business Identity Packages

Mike Dunn - 619.795.0399 - mfdunn@cox.net

be you, naturally



Michele Ruppert
(619) 890-0111
www.MicheleRuppert.com
MicheleRuppert@earthlink.net

the touch that heals

Arnoth Painting
Quality painting with an artistic touch

Lenny Arnoth
619-818-5357

Interior & exterior painting
Drywall/plaster & stucco repair
Power pressure washing

Free estimates
Color consulting
Over 25 years experience
References available

DETAIL IN PROGRESS

Automotive Detailing and Reconditioning

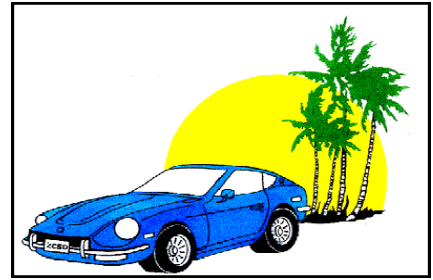
Prentice St. Clair, President
Prentice@DetailinProgress.com
619-701-1100

PO Box 6155
San Diego, CA 92166
www.DetailinProgress.com

Z-Club of San Diego Membership Form

Please fill out the requested information below and return this form with a check payable to:

Z-Club of San Diego P.O. Box 710886
Santee CA 92072



One Year Membership \$36.00 _____

First Name		Last Name		Nick Name	Birth Date
Address			Member Type	SO Name	SO Birth Date
City	State	Zip Code	E-Mail Address		Home Phone
Car #1 Year/Model/Color		Car #2 Year/Model/Color		Car #3 Year/Model/Color	

Waiver and Release from Liability

This form limits Z Club of San Diego's liability. Please read it thoroughly and sign below.

As a Member of the Z Club of San Diego (ZCSD), I am solely responsible for any damage or injury to third parties, or myself resulting from anything connected with ZCSD Events/Activities. I agree to fully indemnify and hold ZCSD, its officers and representatives harmless for or in any claim, loss, damage, injury or liability that may be asserted against them by me or by any third party as a result of my activity. The foregoing covenants of exculpation and indemnity are intended to be and are complete, general and without restriction and include but are not limited to negligence (active or passive) or willful, reckless or wanton activity. I further agree that my car will be operated by a licensed driver and that the driver will comply with all applicable provisions of the California Vehicle Code. I further warrant that I carry automobile liability insurance on the vehicle, meeting or exceeding all California statutory requirements and that this insurance will be in force and effect for all ZCSD Events/Activities in which I participate. I will not participate in any Event/Activity under the influence of any alcoholic beverages or other drug or drugs that would impair my ability to perform at ZCSD Events/Activities. This release will be active for all ZCSD Events/Activities in which I participate.

Member

Spouse (Significant Other)

Date