

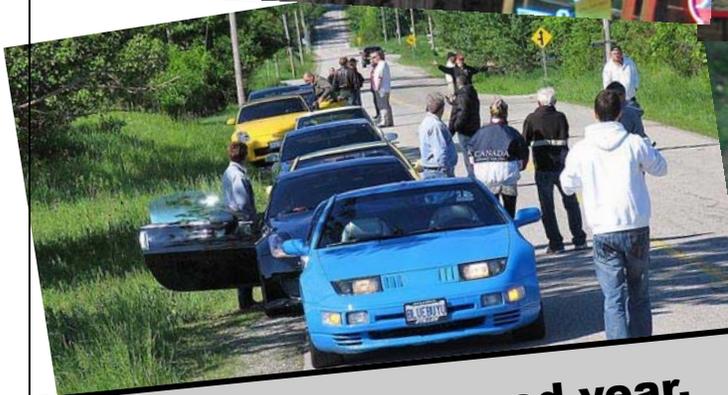
2009 ISSUE #6 NOVEMBER/DECEMBER

Bi - Monthly Publication

ZEDLINE



ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993



It was a very good year, look at what we did in 2009.

Come out & join in the fun for 2010!



TRACK EVENTS · CLUB WEAR · PART DISCOUNTS · SHOW 'N SHINE · MONTHLY MEETINGS

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From The Driver's Seat

Hey, it's been a long wait from when the last Zedline arrived at your place. It seems it just took me a long time to jump in and get it finished just after New Year's. Things started to drag and it was February before too long. I'll try to get the first 2010 issue out next month.

Please renew your membership for 2010. If you haven't done so yet, you'll find a reminder notice in this Zedline. Unless you renew, the Jan/Feb 2010 issue won't be coming your way.

What's inside this one are a few articles on the wrap up events for 2009.

Do you see the Sunoco banner below? It will be for the last time as all the Sunoco gas stations in Ontario are being closed down as a result of the Petro Canada take over. Some Petrocan stations will be selling 94 though for those that need that high a fix. I hear their 91 is pretty good too.

No more to say for now, read on.

Howie Yoshida, Zedline Editor
Always asking, Always looking, Send me your stuff!
Contact me at 905-625-6621 or by e-mail at howieyoshida@rogers.com



INSIDE ZEDLINE

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Inside this issue, we thank the following contributors

JP Matte, Dave Whittaker
Richard Marais, Jason Okolisan, Howie Yoshida,

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OCTOBER KRAZEE TOUR OF THE NORTH

by Richard Marais and

Both my wife and I are late morning people, so when the alarm went, we both just rolled over for a few more minutes. Result? We were late. Fortunately for us as everyone was already waiting, we were not the only ones. Our thanks to all for their patience. We promise to do our best to always be on time in the future.

Once we started to hit the road, my wife instructed me to turn right out of Tim Horton's and then right again at the lights. I was watching Eric in his very neat 240Z disappearing straight ahead and so queried the instruction. However, my navigator insisted we turn right at the light and so we found ourselves heading west on the 401. For those of you who know this part of the world, you will know that the first exit is 6 km away! So there we were, parting company with our fellow drivers. For, of course, Eric, and everyone else, was heading east as per instruction. My directionally-challenged wife soon discovered her error. (Yes, she apologized profusely and we are still married.....just...)



Fortunately, the guys must have driven slowly, as well as waited at regroup, for we caught up at Omeemee. There followed a very enjoyable day's driving. Although the fall colours were already past their prime up north, the scenery is worth a drive at any time of the year. The stop at the fruit winery was informative, our hosts being very hospitable and friendly. I also learned a little more about bees and honey, the season having been less than ideal from the point of view of the bees. We were privileged to be able to obtain a bottle of honey, which is proving to be most tasty. The wine tasting was enjoyed by all and many bottles found their way into the Zeds.

Our lunch stop at the home of Erle's new friend, Bob, allowed us to relax in his beautiful new home which is situated on a steep slope above a lake. The view between the trees is spectacular. Our onward route then took us via winding roads to Bala where the crowds were out in force for their annual cranberry festival. This time we had no misunderstandings and we managed to stay with the group. Last year we lost everyone else here and returned home all alone. Sob!

Our day ended very pleasantly at Eric's lakeside cottage, where we had supper and enjoyed the tranquility as the

sun set. Then it was time to return, reluctantly in many ways, to our dog. For those who stayed overnight, breakfast in that setting was extra-special.

Alas, I must report that the following Sunday I again managed to lose the group. This last-minute tour in the Burlington/Hamilton area found most of the trees and bushes in full fall splendor. Truly, for those who don't know this part of Ontario, you missed a really interesting drive. For who would have thought that there is so much beauty and so many interesting roads so close to the GTA?

This time, however, although without my trusty navigator, I was able to re-join the group in the middle of the route and so ended up for drinks and chat at Jason's home. When leaving, I was really privileged to receive a hug from his little daughter.

As any organizer knows, the hard work, time and money involved in these affairs is usually unnoticed and goes unappreciated. My wife and I give a very big thank you to all, in particular to Wes and Erle and to everyone who opened their homes to us, their fellow members. We do appreciate everything! Thank you!!

See you all next year.



Sampling at the Kawartha Country Winery

and from Jason Okolisan

The last tour of the driving season was awesome!! Krazee Tour of the North was the best of the three tours that I did this year. Everything went smoothly and on schedule and most importantly, we had good weather which made the drive very enjoyable. Highlights for me included the visit to Kawartha Country Winery where we sampled several excellent wines, a lunch break at Bob's beautiful cottage/mansion and passing through many quaint little northern towns. Really, the whole day moved along very well, the only spot we were slowed down was at the Bala Cranberry Festival but it wasn't that bad... we made it through with a little patience.



The roads were a lot of fun to drive and the scenery was magnificent. I especially enjoyed Highways 507, 35, 3 and of course the famous Southwood Road (13) which was the main event and offered us the perfect opportunity to test our Zed cars' handling ability. Truly, this was the most fun I've every had driving my 300ZX!!

A big thank you to Erle and Wes for organizing these tours, a lot of planning is involved so I appreciate their efforts. A special thank you goes to Eric for his hospitality and hosting the group at his cottage in Orillia for a social evening after the tour. We had eight Zed cars on this tour which was a good number as everyone was able to keep together and the day went smoothly. From my place in Mississauga, the round trip was just under 700 km (about 500 km from the meeting spot to Eric's cottage) so that was a good run for the old Zed car before parking her for the winter. I will definitely participate in more tours next year... until then, we have our meetings and memories to tide us over until the next great ride.



Above & below, relaxing at Eric Zondervan's



Great roads & Fall colours, eh?

2009 YEAR END SOCIAL & DINNER

by Howie Yoshida

For the second year in a row in late November, we returned to Ernie's Roadhouse in Cambridge, the site of our every other monthly Western Chapter meetings. What a break, the roads were in very good shape, nice and dry with no snow just yet. It was still a bit early though, weather wise. This must have prompted the good turnout as we once again had about 55 members, spouses and friends in attendance. Ernie's provided us with our usual back meeting room all to ourselves so it made for a quiet and enjoyable evening for all.

There was no formal state of the union address by our Prez, things must be OK with OZC. No other speeches or people trying to sell anything except for 2010 memberships. Glad to report we signed up 5 of them. We even left our sponsors alone as no door prizes or leftovers were given away.

After dinner, there was one big surprise though but a bit of background information is required. Earlier in the month, Steve Stockill and I were going to the CASC-OR awards banquet for Solosprint, Autoslalom & Race classifications. We both have fun as members of the Ontario Z-Car autoslalom team where we finished 4th out of 4 teams. It wasn't all of our fault, there are 3 other (nameless) mem-



bers too! Anyway Steve made it to the banquet and I missed it at the last minute due to personal circumstances. So after dinner JP stands up and announces that Ontario Z-Car won the club newsletter award which is awarded annually by the Region Directors of the Canadian Automobile Sport Clubs, Ontario Region (CASC-OR), our parent organization. Steve comes in with this huge trophy he can hardly carry and presents it to yours truly. Wow, what a surprise! Over the years, I have sent a copy of every Zedline to the CASC-OR office, I guess someone there has been reading them. On behalf of the club, thanks for the recognition, much appreciated. If you get a chance to check out the trophy sometime, you'll see that OZC has won before, something for the next Editor to strive for.



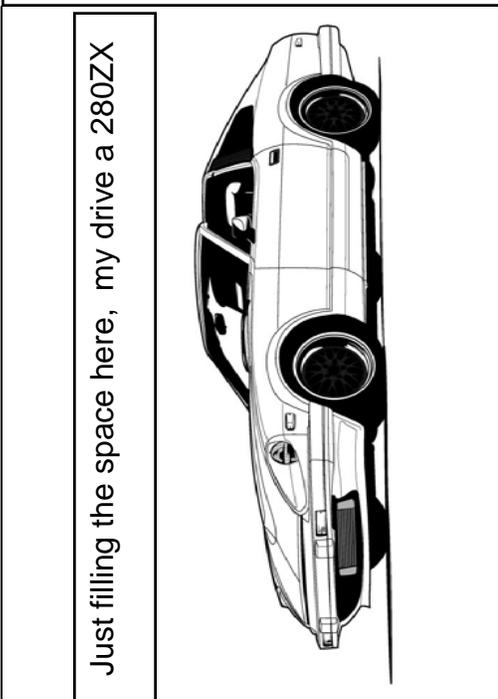
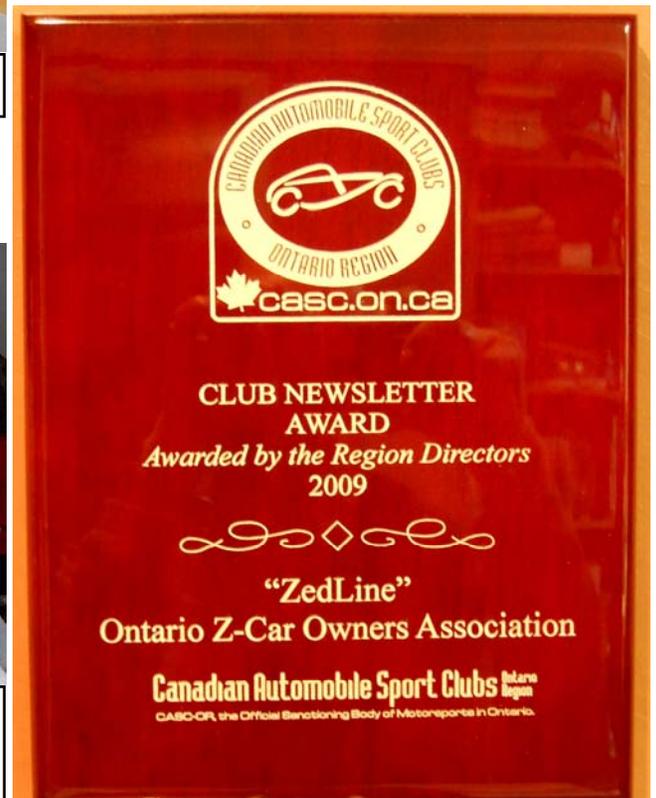
Our Prez JP, making the rounds to extend his greetings of the Season



Our Treasurer, Gail Warren, front & centre



Pete Radoja, encouraging the Western guys to come out to the meetings



Howie the Editor with the trophy, it's a big one

WHEN OIL GOES BAD!

by David Whittaker, MLA I
Wise Choice Synthetics Inc.

I decided to write on this topic because I more than once have heard people say that oil doesn't go bad, it just gets dirty. This implies that if you keep the oil clean, it will last forever. This is not true in most applications. One example that fuels this belief system comes from the application of transmissions and differentials as they are generally closed systems where it is believed that outside contaminants can not enter the closed system, well except for the relief breather. Knowing that the majority of wear metal contaminants generated from within the transmission and differential are due initially to lubrication degradation, this should help the vehicle owner make an informed decision as to when fluids should be changed and the reasons why. I know vehicle owners that have never changed transmission or differential oils ever.

Understanding the significance of changing the oil in your vehicles on a regular basis based on the lubricants recommended change intervals or that you may need to change the oil sooner than the recommended change interval in your vehicle due to some extremely adverse/severe driving condition that you experienced is equally important. On the upside, you could extend the change interval beyond recommended change intervals due to the fact that your oil temperatures stayed below the critical oxidation point, you did not do any heavy loading or towing, you were not driving in severe cold climate conditions and you drove more than 20 minutes every day after starting your vehicle. To make an informed decision, you would base this on the results of an oil sample. Also, oil purity of new oil is another factor that affects the life of oil. (FYI) - One in three oil samples of new oils will not pass industrial standards for cleanliness and or viscosity index codes. That's another story!

Factors affecting lubricant break down in engines, transmissions, differentials and power steering systems are the focus of this article. I hope that the explanation of this topic will help the vehicle owner make an informed decision regarding the fluid change intervals for their vehicles and also make them more aware of the impact that even a ONE TIME severe driving condition may have on the degradation of lubricants in your vehicle. What I see are not failures due to old age or due to the accumulation of wear and tear but rather premature demises caused by oil degradation. Oil analysis has proved this time and time again. Preventing inevitable mechanical wear and failures is relatively straightforward: It's a case of knowing the facts.

What Are 'Severe Driving Conditions' and How Do They Affect Your Oil!

Frequently driving under severe conditions can affect how frequently your lubricants must be changed.

A car is a big investment. In order to protect this investment, you must properly maintain it. Those who are unfamiliar with what this entails can usually find maintenance schedules in their owners' manuals. This manual is the definitive source of maintenance information for your car or truck. Most maintenance manuals list two sets of specifications; however, one for 'normal driving conditions' and one for 'severe.'

Normal Conditions

Normal driving conditions are defined as being those featuring predominantly highway driving on paved roads in dust-free environments.

Severe Conditions – Just one condition from this list constitutes Severe Driving conditions

Severe driving conditions usually involve one or many of the following factors on a regular basis:

- Stop-and-go or city driving
- Trips of under 15 kms and 20 minutes duration
- Dusty driving conditions
- Extremely cold weather
- Idling for long periods
- Carrying a heavy load, towing a trailer or using a car top carrier
- Driving in high ambient heat, more than 90°F

Cars and trucks that typically drive under 'severe' conditions require more frequent maintenance than vehicles that do not.

In general, all in-service lubricants will fail at some point. That being said, there are numerous ways to manage the condition of lubricating oil and extend its life significantly. There are three primary causes that necessitate an oil change: degradation of the base oil, depletion of the oil additive package and degree of contamination levels. Some of these conditions can be remediated, yet others cannot.

Base Oil Degradation

Base oil degradation may be the most common reason for oil failure. Mineral oils or petroleum oils oxidation rates start to excel rapidly going above 170 deg F. PAO synthetic base stocks though considerably more expensive do not start to deteriorate due to oxidation at temperatures above 260 deg F. The most common type of base oil failure is oxidation. When oil oxidizes, the primary by-products are acid and insoluble materials, which can lead to serious surface deposits and corrosive wear. If you have observed oil leakage around your engine's front and rear crank seals or front and rear transmission and differential seals, this is

a result of excessive corrosive wear on the shaft surfaces leading to fluid leakage. The shaft wear contributes to reduced oil seal integrity and you will start to see oil film accumulate around the bearing seals. This is mostly caused from lubricant degradation, generally a preventable condition. To address this problem, most lubricants are formulated with antioxidants to help resist the increase in acidity, but they don't last forever. For interest sake...synthetic diester oils used in the aerospace industry can maintain high lubricating qualities above 250 deg C or around 500 deg F for up to 10,000 hours.

Simply put, a quart of oil consists of a base stock fluid and an additive package. The Base Stock, the basic component of most lubricants, comprises 75% - 98% of the finished product and may consist of refined petroleum stock from crude oil, a built or engineered synthetic stock like (PAO) Polyalphaolefins or a Diester stock. Cool thing about true synthetics because they are built from scratch, every molecule of a specific viscosity is identical in size shape and mass. A refined from crude petroleum base stock on the other hand has inherent inconsistencies in the size and shape/mass and this is limited due to the quality of the crude and the many variables of the refining process. Differences in particle size of petroleum base stock may range from largest particles being 50 to 100 times larger than the size of the smallest particle in a given oil sample.

The Additive Package comprised of chemical compounds typically makes up 7.5 - 25% of motor oil and 2 - 15% of a gear lubricant. Additives which are added to enhance the properties of the Base Stock consist of Oxidation Inhibitors, Pour Point Depressants, (VI) Viscosity Index Improvers, Antiwear (AW) Additives, (EP) Extreme Pressure Additives, Rust and Corrosive Inhibitors, Detergents, Dispersants, Friction Modifiers and Antifoam Agents. Sounds complicated but only when oil's Base Stock and Additive Package are engineered to work in Unison and Chemical Harmony will the Total Package be capable of providing its basic functions as a lubricant and perform its designed duty.

(FYI) - Given the complexity of the additive package in your favorite oil and the many different sources of additive compounds that oil companies have used to blend your oil, can you imagine the chemical reaction that may take place if you were to add a can or bottle of an after market performance additive to your oil change? How can the after market companies begin to know the probability of compatibility with your chosen oil manufacturer: Hence the many pending lawsuits against these companies. The lawsuits number in the 100's of thousands and worldwide.

Like many lubricant additives, oxidation inhibitors are used up as they perform their intended function. Once these additives are consumed, (This is the 7.5% - 25% of your quart of oil) the base oil begins to oxidize. Many factors contribute to oxidation including heat, contaminants and base oil quality. Oil temperature plays a large role in the rate of oxidation. An average under hood temperature has increased from 175 deg F in 1975 to 230 deg F in 2006. A pressur-

ized cooling system in your vehicle with a 50/50 water and coolant mixture does not begin to boil until at least 250°F.

In air-cooled motors, only the engine design determines what the operating temperature will be. Modern automobile engineers are exploring the limits of higher engine temperatures in their efforts for better fuel economy and lower pollution. This is forcing the demand for higher performing lubricants, hence the introduction of synthetics to the market. The drawback for petroleum/mineral oils is that the rate of oil oxidation doubles for every 18°F increase in temperature above 170 deg F. The temperature of an automatic transmission can easily reach 225 deg F and over 300 deg F given a truck pulling a heavy loaded trailer through the Canadian Rockies or even your car in stop and go traffic on the Don Valley Parkway on a hot day in July given little or no air movement.

Oil pressures in your automatic transmission can be double when riding the pedal in stop and go traffic. Thus at 254°F, a mineral oil is oxidizing eight times faster than it would at 200°F. When oil oxidizes, two things happen. First, smaller molecules glob together to form bigger molecules, this is the famous "viscosity breakdown" that you hear so much about. This is your oil's lubricating properties heading south at light speed, and metal to metal contact is inevitable under severe conditions. (Cam lobe scuffing is the first sign that oil viscosity has gone south. Generally the engine components furthest from the sump or oil pump source suffer first. Excessive valve guide wear is another sign of viscosity break down of the oil, these wear point conditions can all be easily prevented) Oxidation is joined in its task by sludging, nitration, and polymerization to thicken oil. Second, the oil turns acidic, and this condition can cause corrosion on the very engine or transmission part the oil is supposed to protect. This inevitably leads to catastrophic failure, it is just a matter of time. True synthetic oils offer much higher resistance to oxidation rates at these temperatures but breakdown occurs similarly but less aggressively if the temperatures exceed their designed operating range.

Contaminants also cause significant changes to the rate of oxidation, acting as catalysts for the reaction or, in the case of air, providing one of the reagents. Certain wear metals (ie) iron, can dramatically increase the rate of this reaction, especially in the presence of water. When the number of wear particles increase in the oil, this becomes a second catalyst and further excels the oxidation rate. It's like a double edged sword.

The quality of the base oil used in the lubricant plays a role as well. Lower quality base oils tend to contain more inherently unstable constituents such as aromatics, wax's and other unsaturated hydrocarbons which more readily react with oxygen.

In addition to oxidation, base oils can fail due to thermal

degradation, hydrolysis and various chemical reactions with contaminants. Most mineral/petroleum base oils and polyalphaolefins (PAO) have good hydrolytic stability, meaning they are generally tolerant to small doses of water contamination, (ie) less than 1%.

While it may be impractical to forever prevent base oil from failing, we can dramatically impact the oil's life by managing the influencing factors. Managing the oil's temperature, (Regular inspection and cleaning of cooler radiators and or adding oil coolers or extra coolers for engines and transmissions if trailer pulling or racing applications) selecting a good-quality base oil, be it a Mineral/Petroleum or PAO/Diester and monitoring antioxidant concentration (Using oil analysis to monitor acid/base numbers, viscosity and wear metal levels), and preventing or removing contamination (Using higher performance filtration media) goes a long way toward extending the lubricant's service life and more importantly the life of your vehicle. Repairs and maintenance will be kept at a minimum thus eliminating expensive catastrophic breakdowns.

Additive Depletion

Although many additives such as antioxidants enhance the properties of the base oil, other additives perform functions the base oil cannot. AW (Antiwear), EP (Extreme pressure), detergents and dispersants are examples of such additives. Even if a lubricant's base oil is in good condition, the lubricant can no longer perform all of its duties when certain additives are depleted and, therefore, oil must be changed.

Additives are depleted by a number of different mechanisms. Water can react with certain additives (hydrolysis), and also can attract and remove others (water washing). Some additives are removed by particle contaminants (particle scrubbing), and others are simply used up when performing their intended functions.

Once again, these processes cannot always be eliminated, but they can be minimized. By using a well-chosen lubricant, maintaining proper oil temperature and controlling contamination, we can prevent any unnecessary additive loss, thereby extending the useful life of the lubricant.

It is possible to replace additives by draining and replacing a portion of the sump's volume. This is typically referred to as sweetening the oil. We do this when we add a quart of oil to top up fluid levels. If you suspect that your oil has deteriorated due to a known severe driving condition, or you can detect an acidic or burned smell, have your vehicle checked by a professional or at least change the oil for now until you can get it checked out. This will prevent further damage.

Extending the life of your vehicles, for the most part, is a worthwhile endeavour. If you examine the cost of changing the oil in the average vehicle, using regular recommended

change intervals and monitoring your driving operating conditions and habits and altering your maintenance schedules to compensate for abnormal or severe operating conditions, you may save yourself an expensive repair bill. The keys to achieving maximum life from lubricants and your vehicle are using the expertise of a good Automotive Lubrication Specialist or service, using proper selection of lubricants for the application, monitoring temperature management, good oil analysis and contamination control.

If you are curious to know how your oil is performing under your driving conditions, (daily driver or racing applications) you could take an oil sample and have it analyzed. You would only need to do this once if you have consistent driving conditions...the results would be similar year after year.

Just call me for details and I can have the sample kit delivered to your door. Zedline subscribers get 15% off the regular kit price. After all is said and done, well maintained vehicles backed by complete maintenance records cost less to operate and command higher selling prices. For me it's a good feeling to look under a vehicle that I am considering to purchase and I can not find any oil leaks around shafts and seals.

David Whittaker MLA I
Wise Choice Synthetics Inc.
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Certified MLA I - (Machine Lubrication Analyst)
Member SAE - (Society of Automotive Engineers)
Member STLE - (Society of Tribologists and Lubrication Engineers)

Editor's Note: check out David's advertisement & contact information on page 15.



Z-Fest - David's award winning 240Z

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Address: _____ Address Unchanged

City: _____ Province: _____ Postal Code: _____

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Classification: Stock Modified Race

Interests: _____

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MONTHLY MEETING MINUTES — COME ON OUT & JOIN US

Ontario Z-Car Eastern Meeting Minutes Wednesday November 4, 2009 at 7:30 pm

The regularly scheduled Eastern Chapter meeting was held at Route 66 Sports Bar & Grill and was chaired by JP Matte. There were 15 people in attendance.

1. 2010 Executive Committee Elections

All of the 2009 Executive Committee members present confirmed that they would stand for election for another term in their current positions. JP, Bill Husar, Gail Warren and Eric Zondervan, all received unanimous support from those present.

JP advised the attendees that Terry Weston, Brian Gracie and Howie Yoshida would also stand for another term in their current positions and all 3 of these executives were unanimously supported.

JP also announced that Bob Chwalyk had stepped up to fill Edward Burkhart's very large shoes as the Membership Director. Bob was acclaimed by all present.

The Western VP position was being vacated by Michael Lambert and no word was known what was happening with Laverne's VP position for Cambridge. These issues would be determined at the Western meeting in Cambridge on the 11th.

2. Treasurer's Report

Gail did a brief budget presentation confirming the club's solvency at this time.

3. Website

Eric gave an update on the soon to be launched website. He passed around some early colour screenshots of the new site for the members present.

4. Future Events

Members were reminded of the Nov. 28th year end social dinner at Ernie's Roadhouse in Cambridge. There was a list of about 18-20 who would be attending.

5. 50/50 Draw

Enrique Preza graciously volunteered to take over the running of the Eastern 50/50 Draws filling in for Bobby Kara who is out of the country for a time.

6. Other

Roy Watts mentioned to all present that he was very grateful for the work done by the Executive and thanked the people who put on the events that he participated in this

year because he really enjoyed himself. Roy's thanks were appreciated.

Erle Strauss suggested that we use our new website/forum to hold elections. JP added that while this suggestion had its merits, the current process ran smoothly and that there has never been any opposition to it. Erle may bring this subject up for discussion at some point in the future.

Enrique Preza mentioned that he was looking for a Pertronix electronic ignition system which would permit him to replace the original equipment dual point system he currently has in place on his automatic transmission 510.

Erle Strauss advised that there would be even more tours next year than there were in 2009.

Wes Hore talked about the final impromptu tour of the Christie Lakes / Halton region area. At one point, the group stopped at a pumpkin patch so that Enrique Preza's daughter could get one, presumably for Halloween. 7-8 cars were in attendance.

Enrique Preza also mentioned that he and a relative habitually attended the Formula 1 race in Montreal and now that it was returning in 2010 wondered if some might be interested in forming an expedition to go to that event?

Minutes recorded by JP Matte

Ontario Z-Car Western Meeting Minutes Wednesday November 11, 2009, 7:30 pm

The regularly scheduled Western Chapter meeting was held at Ernie's Roadhouse in Cambridge and was chaired by Laverne Burkhart, Western VP. There were 13 members present.

1. 2010 Executive Committee Elections

Attendees confirmed the results of the Eastern election, including Bob Chwalyk as Membership Director.

Laverne confirmed that he would continue to serve as the Western VP, Cambridge.

The position of Western VP, London will continue to be vacant. Western London meetings will be chaired and organized on a rotating basis by a volunteer member.

2. ZCON 2010 in Nashville, TN

There was a good show of hands for prospective attendees to the ZCCA national convention in Nashville, Tennessee

YOU CAN MEET US AT THE FOLLOWING LOCATIONS.....

Western meetings are held the second Wednesday of the month alternating between **Cambridge & London**.

Ernie's Roadhouse, CAMBRIDGE

at 7:30 pm, 519-658-9562. Take Hwy 401 to Cambridge, exit at Hwy 24 North, a short distance will take you to the Queen St exit on your right, take it & go up 3 lights, Ernie's is on the left, at the corner of Queen & Guelph.

LONDON

Frequency and location of the London meetings have changed and details will be announced when arrangements have been made.

Eastern meetings are held the first Wednesday of the month.

Route 66 Sports Bar & Grill

Eglinton Square Shopping Centre at 7:30 pm, 416-755-7869

(Victoria Park & Eglinton)

at Nissan North America's new facility. Convention details are up on www.zcon2010.com.

3. Other Business

Laverne proposed a tour of a local hot rod shop, timing to be determined if the interest is there.

There was a general discussion of the various winter projects that were underway or being contemplated.

Minutes recorded by JP Matte

Ontario Z-Car Eastern Meeting Minutes Wednesday December 2, 2009, 7:30 pm

The regularly scheduled Eastern Chapter meeting was held at Route 66 Sports Bar & Grill and was chaired by JP Matte. There were 13 people in attendance.

1. Treasurer's Report

Gail reported the current account balance was \$8300. There are a few more bills to pay this year. The main expense for November was the dinner subsidy.

2. Zedline

Nothing to report for Zedline. The last issue for 2009 will be ready in January. Any submissions should be sent to Howie before Christmas.

3. Website

Eric said that the new website has recently been launched. Lots of users are signing up. It looks really great. A big Thank You goes to fellow member Zak Irvine for doing all the hard work and making it happen.

4. Future Events

ZCON - a show of hands and a count around the members present indicated 12 potential attendees for the July convention. The website has been created and hotel information was expected in early January.

CIAS February 2010 - The Canadian International Auto Show at the Metro Toronto Convention Centre will feature a special reception and show honouring Carroll Shelby.

5. Membership Drive for 2010

Membership renewal forms will be sent out again with the December issue of Zedline. This will be the last reminder notice.

6. 50/50 Draw

The cash prize of \$32 was won by Gail, just in time for Christmas presents. Remaining prizes were won by Jason, Howie, Vince, Tom and Nigel. Thanks Enrique.

Minutes recorded by Howie Yoshida.

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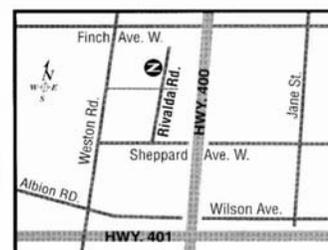


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