

ZEDLINE



October 2012

A bi-monthly publication of



Dedicated to the preservation & enjoyment of Nissan/Datsun Z Car



SIZZLE
at the Z-FEST!



Plus in this issue
SAUBLE BEACH TOUR
TOBACCO ROADS TOUR



10 STEPS FOR STORAGE
JUNE DRAG EVENT

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Now you see it. Now you...

Hey, where the hell did it go? And I'm not talking about summer.

An open letter to the membership:

Zedline. Say that word a few times. Is it starting to sound more familiar? I know it's been a while. And for that I offer you all, the most sincere apology from the bottom of my presidential heart. We had planned to get a reduced number of Zedlines out but it just didn't work out that way. I had a Prez Sez written up specifically to address this matter. Unfortunately the Zedline it was to appear in, never happened and you received no advance warning. I am happy to report that there have been neither death threats or riots in response to this. Between managing a variety of club affairs and doing the everyday survival stuff that the rest of you all do in one way or another, the time just was not there. It was starting to look pretty grim but at the eleventh hour, after having made an impassioned plea at our June Route 66 club meeting, I was later approached by Rajinda Gunasena. He informed me that he would be willing to take over the Newsletter Editor duties.

Appreciation does not begin to describe my feelings. Years ago, for a time, former President George Kolosowski and I as Club Vice President, assumed the newsletter duties and put out the Zedline until we could find someone who would take the position on as a full time project. What we put out was not nearly as elaborate as what we have enjoyed these past many years, but having been involved in this process gave me a much fuller appreciation of the work that is involved in getting out a regular publication. It bears pointing out, that while Ontario Z-Car is primarily for fun, a fair amount of work is involved in keeping the administrative end of it operational. No "admin work", no club. None of the volunteers on the Executive are taking down corporate "fat cat" salaries or E-Health grade executive bonuses. We are in it for the same reasons you all are. We love the club and the people in it, and we want to keep it going.

Earlier this year I had put out a notice via the club wide e-mail system advising people about Z-Fest and highlighting the fact that in order to make up for no Zedlines having been produced, that we would spend a good portion of our newsletter funds on door prizes to be drawn at Z-Fest. Howie Yoshida and Terry Weston sharpened their shopping skills and went on a buying blitz on behalf of the club. They were like shopping commandos. No one dared get in their way. I'd hate to see these two at Christmas. Because of the number of prizes, the odds of winning were excellent. All who entered the show got a potentially winning ticket. Club members at no cost.

Fifty or so prizes were drawn throughout the day. It was a great feeling giving these prizes out to people. Many of the winners were members. I don't have the exact numbers to prove it, so even though I sent out a message about Z-Fest via club wide e-mail and posted a notice on the website, I suspect that because no Zedline was out, in its hard copy glory during all of the months preceeding Z-Fest, that our showcase event was not on the top of your mind for many people, and they did not attend. It troubles me greatly that despite our best efforts given the circumstances at the time, that a number of people may have missed out on what was a really great show on an incredible weather day. You lose. We lose. Once again, though it does little good now, a heartfelt sorry.

Electoral Fever is gripping Ontario Z-Car! Should you have any administrative ambitions, your opportunity to take an active part in contributing to the ongoing success of OZC shall manifest itself at the November club elections. If you have any interest in running for any of the positions on the executive, please let me or anyone else on the club executive know.

And now for something completely different. Do you realize that in 2013, it is going to be our 20th anniversary! I can barely believe it myself. As such we are going to highlight this at next year's Z-Fest. Mark your calendars now. Tentatively, it'll be held August 24th next year. We are firming up the details and more information will be made available as it comes in.

Speaking of calendars, we have just 37 of them left. They cover January through to December 2013 and they'll be available at club meetings and events for the incredibly low clearance price of \$10.00 each. We'll also have them for sale at the November 24th Social, which for the first time will be held at Tucker's Marketplace. A more Easterly location. All of the exciting details can be found deeper into this Zedline. Assuming the Mayan calendar isn't accurate, 2013 should be a terrific year. And unlike 2012 we seem to be in far better shape to communicate this to everyone and get them involved this time around.

JP Matte

PRESIDENT - Ontario Z-Car Owners Association

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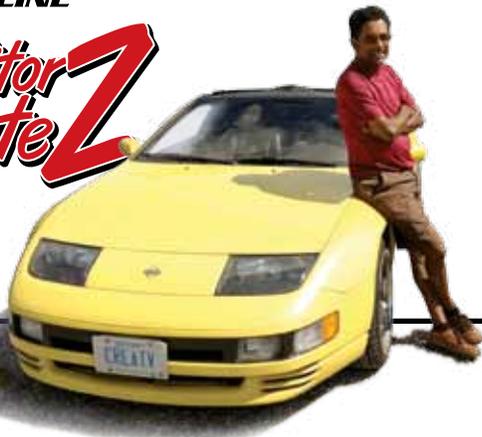


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Editor Note Z



From Hibernation into the fire!

Rajinda Gunasena

ZEDLINE EDITOR - 1990 300ZX Non-Turbo (CREATV)

I agree, it's almost the end of the season and getting your first Newsletter of the year has to be somewhat strange to all of you. No, it's not due to a strike or stop-page of work, as in the NHL or NFL, although there's now a replacement editor. Rather because Jason Okolisan has decided to take some time off this job, to spend with his growing family. He did an amazing job, creatively raising the standard of the newsletter, as well as injecting his many talents to all parts of the work that came out of the club. His dedication was such that even in the midst of leaving the editorial, he contacted me last year inquiring if I was interested in taking over the job.

To be honest, at the time I wasn't sure of taking on the task, knowing that it would be an ongoing commitment that I couldn't just drop & move on. After all, that's exactly what happened with me as far as being an OZC member. That's right, I am not all that new around here... as some members have already found out, I actually joined the club in 1996, within months of acquiring my 1990 Yellow non turbo 300ZX.

The club was much smaller back then, with no 350zs anywhere on the horizon and the Z32 just being fazed out. In fact, I was one of the very few Z32 owners in the club among the many Datsun Z owners, which made me feel like that 3rd cousin twice removed. You know, the one responsible for the family break up... the end of the Z! After a few meetings at Blues & Cues, my final event was a lapping session at Shannonville, which nearly brought the end to my own Z32. But that's another story for another day and another column.

In reality, it was the growing family issues, commitments and work that took me away from club activities. Which is why I can easily relate to Jason's situation. However unlike me, he will still be involved at meetings, tours & contributing to the ZEDLINE with his great camera work. For me, this is sort of a revival. After years of neglect, it was also time for me to give some well deserved attention to my Z. So, what better way to rekindle the passion than re-joining others who also love everything about the car? All these reasons played into my decision, which I realized was the right thing to do. Needless to say, JP & the rest of the guys were thrilled and I will do my best not to let them down. I know what ZEDLINE means to all of us.

So here I am, writing the first editorial to introduce myself to you. From a design point of view, I do the same work as Jason. He is in publishing while I am in advertising. A self employed as an Art Director working on print, multi-media & web. Therefore, you can be rest assured the quality of ZEDLINE will be continued with a few minor exceptions. I have added my own personal touch and I am sure you have already noticed them.

During the transfer process, both Jason & Howie has been a huge help to get things organized. Our plan is to publish at least 2 newsletters before the end of this year, with a promise to do our best to go back to its regular schedule, starting next season. However, as the editor I will need all the help from my fellow Z car members. I sincerely urge you to write to us, with your ideas, articles & how to best improve the newsletter. After all ZEDLINE is all about you and your Z!

Content Z

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a bi-monthly publication of



Welcome NEW Members!

On behalf of the Ontario Z-Car Owners Association, I'm pleased to welcome the following new members:

- Neil Deshane, Geoff Nicholson, Brian Joyes, Eric Madill, Colin Campbell, Gary Myers, Ken Zwarichn, Dave Griffiths Christopher Trace, William Shaw, Rick Vodden, Barry Brown Martin Crisp, Lou Pereira, Matt Budziosz, Daniel Taras Craig Simpson, Terry Peters, Art Meens**

I'd like to extend a cordial invitation to you to participate in club events, meetings, our website forum and the newsletter. Past members are also welcome re-join OZC and be part of the largest, most exciting Z-Club in Canada!

Bob Chwalyk - Membership Director

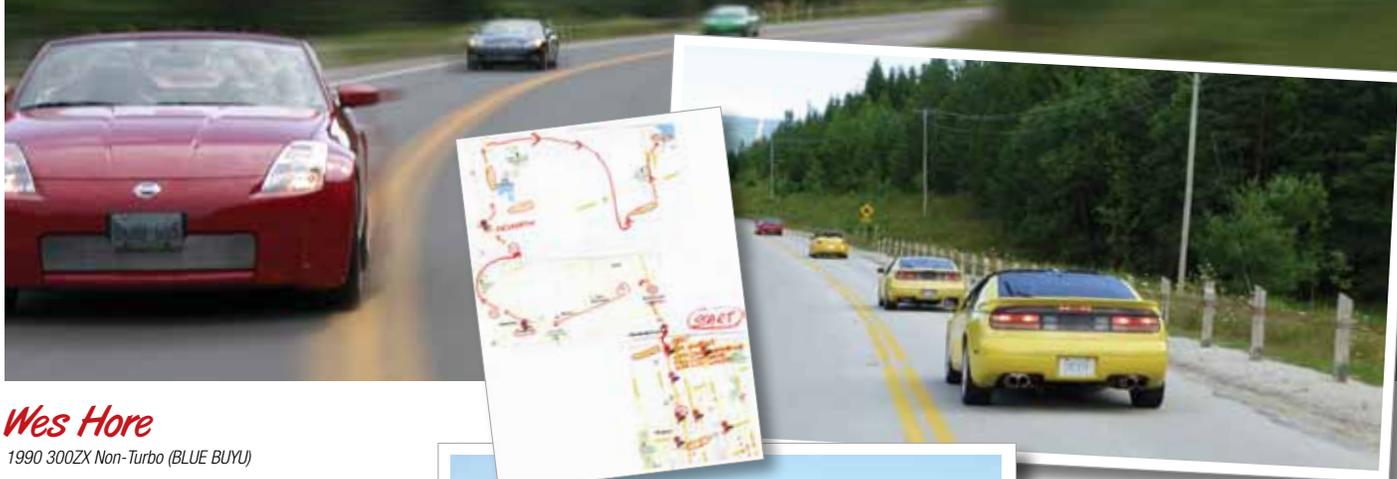


"The Editor of Zedline and the Directors and Officers of the Ontario Z-Car Owners Association and the Ontario Z-Car Owners Association Inc. do not necessarily adopt to the views expressed in any letters to the Editor or articles published by our members. We intend to have the Zedline as an open forum available for members to express their views but retain the right to edit or not publish any letters which are deemed to be offensive, defamatory or slanderous. Further, with respect to any articles outlining mechanical modifications to any motor vehicle, the Editor, Directors and Officers, point out that said modifications need to be conducted under the supervision of a licensed mechanic in order to ensure owner and public safety."



Tour Z

Sauble Beach Tour

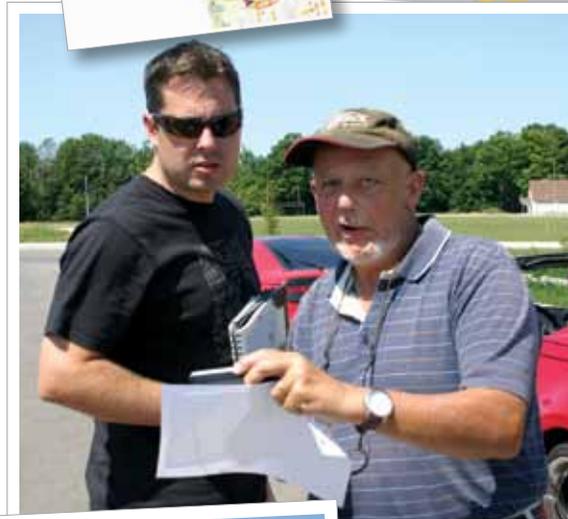


Wes Hore

1990 300ZX Non-Turbo (BLUE BUYU)

Saturday July 28th was the date of the first Sauble beach cruise. We had a great turnout as expected. 10+ cars with a few more as the day went on. As fate would have it, the tour I was responsible for planning didn't go as planned.

Almost a month prior my car had started to give me issues. Being under a budget I figured I'd try diagnosing the car. Did a little research on you tube etc... and figured it was the alternator. Made sense so I booked an appt and got it fixed. Picked it up, and it drove great for about 10 minutes. Then the car got loud, I knew then the issue was more serious than originally thought. Brought it



back for a second opinion and called a few friends for advice. I decided to take the Z off the road for the remainder of the season and repair once i have a solid plan.

Anyway, I was in a bind, what to do. Take Nicole's Cobalt on a Z club tour and slow everyone down or..... Answer the phone..... It was Mauricio and he had offered to loan me his 300zx for the tour. I was shocked, just like that a friend from the Z club offering his Z for 500kms of touring? What could I say, after realizing opportunities like these don't normally happen I said yes, And I am really glad I did.



The tour started out from our usual meeting location, First rest station north of wonderland on the east side. I get a phone call early that morning from Erle, "We've got problems!" I remember thinking to myself really , we haven't even started yet. As it turns out the meeting location where we had planned to start from was under construction so only gas was available. Panic set in as there wasn't a Tim hortons for 10 minutes in sight, where were we heading? Well, I was heading for curves and creating some more when I didn't know where I was going.



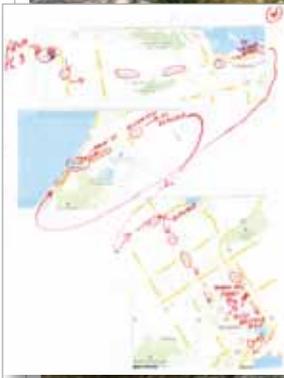
From here, we continued the tour and did a little coastal drive south along Miramichi Bay road to "Port Elgin" Excellent road! But a little too short. Some of us were able to take a few nice shots of the cars with the water along that stretch. Parking on the sidewalk and dashing to the opposite side of the road for that picture perfect photo opp.

From here we headed to Blue Mountain Village. Sponsor of "Elvis Fest" what a crowded place. Saw a bunch of impersonators and elvis wannabees. All I can say is some of the dudes I saw should try wearing pants a few sizes larger. Surprisingly, that didn't scare away our appetite. We all ate at Kaytoo. A nice place with lots of seating and a waterside patio right in the heart of the village. That cold beer really hit the spot. Afterwards we continued the tour home and made a little detour to drive the Wasaga strip. Not sure what happened here but we lost a few cars. We kept driving the strip thinking we'd reconnect but that didn't happen. Anyway, nothing a DQ Ice cream can't solve. By now the tour was down to 3 cars, I almost forgot I wasn't in my Z, they're so alike. Nearly missing Mauricio's exit we returned the car.

Being a Saturday we decided to follow secondary roads through hilly countryside. We bypassed Collingwood and kept further west following the hills leading us up towards Owen Sound.

From there we took a scenic drive along some nice stretches of Georgian bay, passing through Wiarton and eventually arriving in Sauble Beach for Lunch at a pizza joint right on the main drag. From what I heard there was lots to check out on the menu!

After lunch Nicole and I had a chance to go for a quick swim. Nice beach, a little more room to sit down with parking available right on the sand footsteps to the water, if you arrive early.





Z-FEST 2012

JP Matte

Another year. Another Z-Fest. This one was much like all of the others with one small exception. Unlike so many that came before it, there was not even a remote threat of rain that day. It was an incredible August 18th day! All who were there know what I'm talking about. All who weren't there throughout the GTA and South Western Ontario, also enjoyed the same thing. Summer weather at its finest. Numerically and contrary to all outward appearances, we maintained our attendance numbers. Very close to the previous year, though nowhere near the outrageous and inexplicable 130 vehicle figure from our first Brantford Nissan Z-Fest 2 years ago. You always strive to beat the previous year's numbers but there just might be a practical limit to what we can draw. The 130 vehicle figure was an anomaly. A perfect statistical storm if you will. A combination of new Zed owners or people just new to the club in combination with a new location. Who really knows?

This year we had requested a smaller AMS display to free up more parking space and combined with a lower than usual 280ZX and Z31 300ZX turnout, the centre portion of the lot looked a little sparse. In addition to processing entrant registrations and tabulating the day's voting, our

treasurer Howie Yoshida, as if he wasn't busy enough, Howie did some statistical analysis and this is what he came up with:

"We had 84 registered for the car show, plus 3 retired Zeds that would have normally been included in our numbers plus 2 members who brought non Nissan vehicles.", In effect we "really" had "89" cars out."

In addition to this I can personally account for 4 vehicles, regular attendees who could not attend as their vehicles were either mechanically unable to perform, were out of town or the owners could not attend either because they were vacationing or had health issues.



day's events ran incredibly smooth. We had an amazing crew of volunteers from the club Executive and member ranks, and they got the job done. Many of the volunteers even went so far as to sticking around after the festivities were over and assisted Rick Scott of Brantford Nissan and some of his crew, to move all of the Nissans vacated from the Brantford lot back to the same lot we used after the show was over.



I really did not want to overly focus on the numbers of which Z-Fest is made up of, but in the face of the deceptive optics, felt I had to provide an opinion.

As far as the show itself is concerned. It was amazing. Yes, I am biased, but I heard nary a complaint. All seemed to have fun and the



As I "worked" the event and saw the show go from an empty lot, to one teeming with cars and people, I actually recall very little of the show itself. This is the case for many of the volunteers who were "working" that day. You find yourself in the middle of it all, but so focused are you on the appointed task at hand, that you have little or no time to take in all of the sights and sounds. This is not a bad thing, just a different way of participating. Ultimately the satisfaction you feel at the end of the day is its own reward.

Every year you learn something new and for next year's door prize draws we'll probably adopt a system whereby the winning numbers are posted on a board for all to see at their own leisure so that they can claim their prizes that way. By doing this, we'll address the problem of people not hearing their number called, due either to the ambient noise or the distance they happen to be from the speakers. From my perspective all other aspects of the show seemed to function in an efficient manner. I had the distinct and awkward honour of awarding myself a plaque for a class win in 240Z Modified. My car missed all of last year and a good portion of this year as work was being done on it. It was nice that people noticed. My last award of any note was a win at Ontario Z-Car Day back in 1996 at the now

defunct Airport Nissan in London, Ontario. This was back when my Zed was in its fully stickered glory. It might have even been the first year for the wing. That's a really long time ago and the details are kind of fuzzy or not even there at all. Attendees at this year's Z-Fest were once again fed by the folks from the Why Not City Missions. They implement programs which keep "at risk youth" off the streets by keeping them busy with more productive and rewarding activities. With any

luck, they can get these youth through that difficult patch and transition them back on the road to being productive members of society. This is the extent of my knowledge with regards to what it is that they do, that and their ability to cook up some great sausages! They also had a draw for a set of Continental tires. Any style. Any size. The end results of their efforts that day was that they raised over \$1,000 to help support their worthy programs. We also had an ice cream vendor and a Weathertech vendor present. There really was something for everyone there that day.



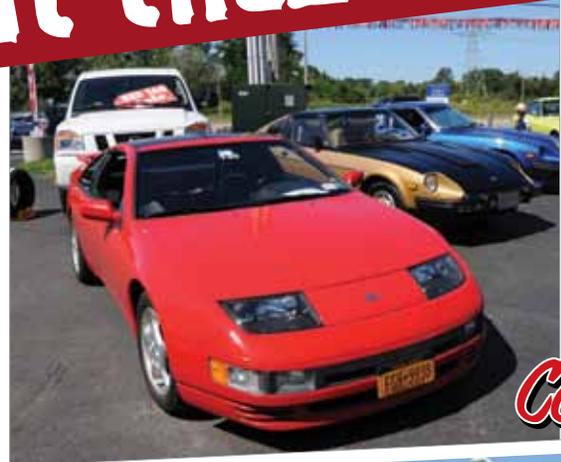
And to cap off the day, the regulars who put on the road tours had a Niagara Cruise set up. This provided the Rochester attendees (thanks for coming up and looting some of our awards) an entertaining escort back home as well as a scenic adventure for all who participated in it.

Well there it is, the show from my point of view. I would like to take this opportunity to point out that in addition to hosting the event and letting attendees use their air conditioned facilities, the great folks at Brantford Nissan also donated some door prizes to the event. Vuk at AMS also donated multiple \$100 AMS gift certificates to the cause. Whitehead Performance was also a generous donor of door prizes as well. Nissan Canada stepped up and donated some funding which paid for a good portion of the awards that day. As well, I cannot begin to say enough to all of the club Executive and the volunteers who helped that day. Thanks to all of you for keeping OZC going. We quite literally could not have done it or continue to do it without you.



SIZZLE

at theZ-FEST!



Cover **Z** story



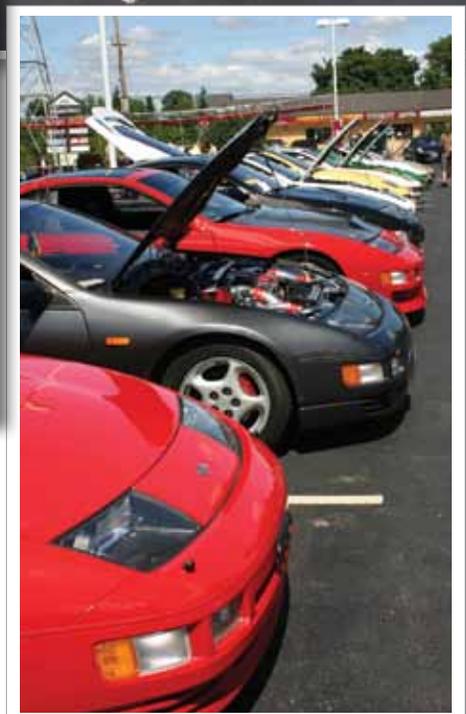


Z-FEST 2012 AWARD WINNERS

CAR	CLASS	WINNER	RUNNER UP
240Z	Stock	Laverne Burkhart	John Taddonio
240Z	Modified	JP Matte	Rick Scott
260Z	All Models	Colin Campbell	no award
280Z	Stock	Jason Riley	no award
280Z	Modified	Michael Lambert*	no award
280ZX	Stock	Alan White	Bill Husar*
280ZX	Modified	Howie Yoshida*	no award
300ZX-Z31	Stock	Rick Rowe	Daniel Taras
300ZX-Z31	Modified	Chuck Gould*	no award
300ZX-Z32	Stock	Mike Noonan	Rajinda Gunasena
300ZX-Z32	Modified	Jason Okolisan*	Cyril Williams
350Z	Stock	Mauricio Gomez	Larry Naylor
350Z	Modified	Brett Weston	Michael Yendzkeski*
370Z	Stock	Gary Meyers	no award
370Z	Modified	Mike Singleton*	Irina Kochkina
Other	Nissan	Jeff Pinchbeck	Paul Hill



* denotes repeat winner from 2011



Tobacco Roads Tour



Rajinda Gunasena

1990 300ZX Non-Turbo (CREATV)

The day started with a drizzle, which kept the T-tops on the cars as we drove towards Kitchener. Some were driving their secondary cars mostly because of the wet conditions, but the idea remained the same. To enjoy the drive, meet people, see the sights and so on. This being only my second tour with the club, I wasn't sure what exactly a Tobacco tour was. After meeting the Gracies at their home we head out to a Lavender farm, where part of the members from the west were already waiting for us.

The next stop was Burning Kiln Winery. There we got our first photo opportunity with all the cars. After a few rounds of wine tasting we headed out again, following Brian as he took us through the many back roads surrounded by tobacco fields. By this time the little drizzle that was left had begun to disappear, and the sun was threatening to show up, much to our delight.

The roads were so much fun and were different from my previous experience in Sauble Beach. These were more deserted, country side scenery, with very little traffic lights getting in the way. By the time we reached Century Old Inn in Normandale, the sun was shining brightly.

The lunch was a typical home made style menu, in a cozy environment. It gave everyone time to relax, and



me the opportunity to have Ed Muth look over my Z for an appraisal. After another quick round of Photos out came the T-tops & convertible roofs and we were a happy bunch.

After stopping for one more photo opp near the water, we explored more roads. Even though the fall colours were not out in full force, the huge wind turbines made up for a very interesting skyline. After crisscrossing these giants for a while, we stopped on a stretch that brought us as close as possible to them. To look at them that up close was something new to me and they were much bigger than I expected.

After stopping for a fill up it was time to head back home. For me it was a very loud, noisy & vibrating experience all the way, as the car shook up so much that my CD skipped all the way home. First I figured it was my exhaust, which had a small leak right under the driver seat, closer to where the Catalytic Converter was. In reality I found out that it was my drive shaft which needed major attention. As Mike at Whitehead, later found out the rear end of the



shaft was ready to brake apart. The culprit was me, as I recalled a quick race off the line to beat a red light, that happened almost a week before the tour. It just gotten worse during the tour. All I could do was thank my lucky stars, that it didn't snap during this great tour.



What a terrific day as we toured the tobacco roads of Norfolk County. The weather almost had us but we decided to press on. Brian and I decided at the last minute to go ahead and what a terrific day we all had as the colours and lighting for the day were absolutely typical Norfolk. One of a very few wet days we've had all summer. Thanks to all who persevered for the fine prize of a successful tour. I myself was pleasantly surprised by the Burning Kiln Winery, Lavender Farm, and The Century Old Normandale Inn that served us in such a pleasant meal. Kudos to all for the day and the great camaraderie!

Ed & Marian Muth



Just wanted to thank Brian & Karen Gracie and Ed Muth for putting on this great event. Even though the day started very wet, the Z god's came forth and cleared up the skies for our afternoon tour. Lunch was great and the wineries were tasty and the photo stops were very nice. All in all it was a great day of touring and gathering of some great people. Looking forward for next years tour already!!!

Mauricio Gomez





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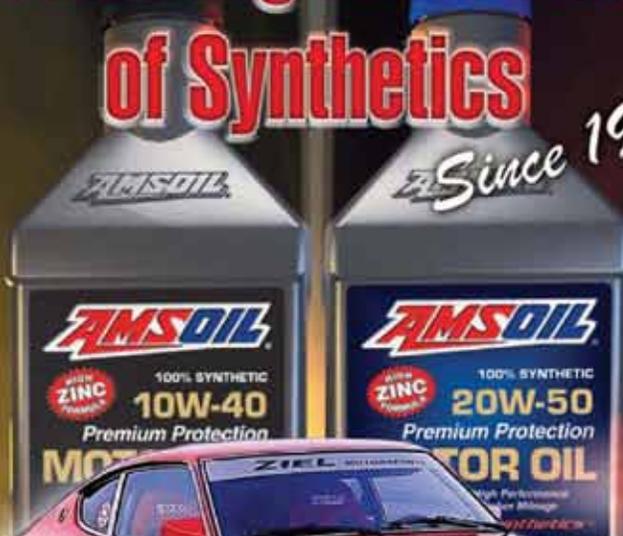
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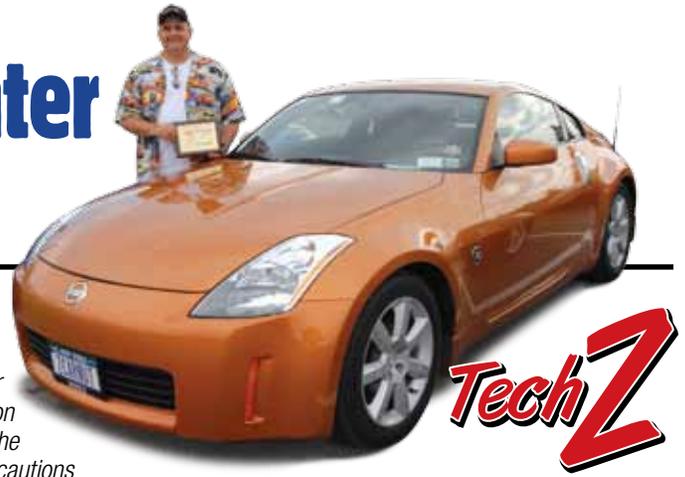


10 Steps For Safe Winter Storage of Z-Cars

John Taddonio

PRESIDENT, Z Car Club of Rochester

Properly storing a vehicle that will not be driven in the winter months is crucial for its long life. Improper storage can result in fatal rust, electrical problems, corrosion of components and shorten the life of the vehicle. This is especially important in the northeast where weather and temperature can greatly vary from mild to wild. Precautions have to be taken to protect your car. The following are 10 simple steps that need to be taken to properly store your car:



STORAGE LOCATION: Find a SECURE location IN-DOORS to park your car for an extended period of time. Parking the car outside, covered or not, will not work! A locked, dry, clean, secure garage is essential. Earth floor barns are not a good place to park the car! A sturdy concrete, asphalt or wooden floor is a must. Make sure that the chosen parking spot is not in a place where something can fall on, spill on or collide with the car.

WASH & WAX: Wash and wax the car thoroughly. Vacuum the carpeting and upholstery. Clean the glass. Put vinyl protectant on appropriate surfaces. Condition leather seats. Condition rubber weather seals with rubber treatment (use silicone based, products, petroleum based products break down rubber over time!) Spray light oil such as WD-40 into all exterior locks and on door, hatch and hood hinges.

FLUIDS: Change oil and filter, run engine a bit to circulate the fresh oil throughout the engine. Top off all fluids. Make sure of a proper 50/50 coolant mixture, good to at least -35 degrees F.

MOISTURE BARRIER: The BIGGEST enemy of a stored car is MOISTURE!! Put a plastic sheet on the floor and park the car on top of it. Use a heavier grade plastic, such as the popular blue plastic tarp-type to prevent rips or tears. Make sure the plastic sheet extends at least a foot larger than the dimensions of the car all around. Do NOT use old carpeting or wood! If you choose to store the car in your home garage, it is not a good idea to park a daily use vehicle next to it. The dripping water, snow and salt on your garage floor will defeat the purpose of keeping your "special" car DRY!

FUEL SYSTEM: Before parking fill the fuel tank with fresh fuel. Use a commercial gasoline stabilizer such as "Sta-Bil" in the gas according to manufacturer's directions. Run the car a few minutes to disperse the stabilizer through the entire fuel system.

PEST PREVENTION: Small animals, rodents and insects like to move in and make your car their home while it is in storage. To prevent this, you should seal off your exhaust pipe and air cleaner inlet with a rag or plastic bag. Put a note on the steering wheel to remind you to remove it in the spring! If the car is being stored

in a barn or another place where animals might be prevalent, take a ziplock bag and put mothballs inside. Poke a few holes in the bag and set two or three in-side on the floor of the car and in the trunk or hatch area. The mothballs will keep out unwanted guests!

TIRES & WHEELS: One of the biggest misconceptions in storing vehicles over time is that it is "necessary" to put the car "up on blocks" to get the tires off the ground. This in fact is the worst thing you can do! The free weight of the wheel and gravity will put pressure on suspension components such as control arms, springs and bushings causing damage. If you insist on putting the car up on blocks, remove the wheels to relieve some of the weight. Modern radial tires can stand in place for months without any side effects such as "flat spots". Check to make sure the tire pressure is at full capacity when parking the car. Park the car with the transmission in neutral (automatics may be left in "park") and the parking brake OFF. Block the wheels to prevent rolling.

VENTILATION: To keep air circulating and to prevent moisture from building up inside the car, leave the side windows rolled down an inch or so.

BATTERY: Leave it in or take it out? Many different opinions exist about the battery in a stored car. Generally, the best thing to do is to remove the battery from the car. Take the battery inside to a dry, warm place such as your basement or tool room, set it on a block of wood (not a concrete floor) and put it in a place where it will not be disturbed. MANY NEWER CARS SUCH AS THE 350Z require the battery be left in place at all times to maintain power and memory to the on-board computers! If the battery of these cars is removed for more than a few hours, the computer will generate an "error" code. The car will run, but it will be necessary for a qualified dealer or mechanic to clear the code and re-set the computer. To avoid this, use a good quality "Battery Tender". This device is available from many manufacturers and safely "maintains" the appropriate level of charge in the battery for months or even years. DO NOT CONFUSE A "Battery Tender" with a "Trickle Charger"! They are two different devices. A trickle charger allows the battery to slowly discharge then charges it back up all at once. This will in fact SHORTEN the life of your battery! The idea is to maintain the battery voltage as new.

COVER: Cover the car with a tight fitting but breathable car cover. Do not cheap out! Use a good quality cover that allows moisture to escape and keeps dirt and dust off.

OTHER FACTS TO CONSIDER:

TO RUN OR NOT TO RUN? While in storage, every couple of weeks many people start their car, let it run a few minutes and then turn it off. This is NOT a good idea! If the car isn't run at full operating temperature at highway speeds for at least 30 minutes, condensation in the fuel system, exhaust system, cooling system and oil system does not fully burn off and will result in moisture contamination, corrosion and system failures. AND if you do drive the car, you will then have to go through the storage process all over again! It is better to LET IT BE!

"FOG" THE ENGINE? It is not necessary to coat the cylinders and engine internals with oil or protectant if the car is only in storage for the winter months. It is a good idea to coat the cylinders and valve train if the car is to be stored for more than a year.

"INVISIBLE SALT"? Even if the roads are dry, do not drive your car in the winter months when road salt (a/k/a "Z acid") is being used. That fine white dust will find its way into every nook and cranny of your car, activate when wet and slowly eat your car away. Wait for a couple of heavy April rains for the roads to be safe for your car again.

Besides, you don't want to have to go through the storage process all over again, do you? LET IT BE! PLATES & INSURANCE: Generally your car will be unused and sitting for at least 5 months. To save some money on your liability and collision insurance, DMV will store your license plates, which will allow you to suspend that coverage while your car is not on the road. The only negative is that you have to deal with the lines at DMV to drop off your plates in the fall and again when you pick them up in the spring. Make SURE that you maintain your COMPREHENSIVE (fire, theft, glass) coverage throughout the storage period! If you take these steps to safely store your car, it will help to ensure many years of enjoyment. And there is nothing like getting that Z back on the road in the spring and falling in love with it all over again! Until next spring, Z YOU LATER!

Strength in Numbers

Profile Z

Neil DeShane

(aka Yellowjacket)

I recently became a "member" of what I think is probably the most upbeat group of individuals I have had the opportunity to meet with in quite some time. They call themselves the ONTARIO Z-CAR OWNERS ASSOCIATION.

I recently became a "member" of what I think is probably the most upbeat group of individuals I have had the opportunity to meet with in quite some time. They call themselves the ONTARIO Z-CAR OWNERS ASSOCIATION. Let me begin where it all started. It seems that there must be a parallel universe because the Ontario Z-Car Owners Association started in an auto shop on Russet Ave. in Oshawa Ontario. A friend of mine needed someone to drive her Corvette down to a shop on Russet Ave. to have some major suspension work done and the only person she knew who was mad enough to drive it in it's poor state of repair, was a retired G.M. of Canada employee, with too much time on his hands, and lots of experience driving. What are they referred to as? Oh yes, "basket cases".

I had a little luck the night before at the local casino and was carrying around a pocketful of \$100.00 bills. Figured if I was a casualty, someone would come out on top. Well I drive the Vette into the city, turned down Russet and what do I see out of the corner of my eye but the most outrageous looking Zed I had ever seen. You talk about "Bling", this thing had the look of something you would see on one of those "Speed Channel" shows with the dudes in the sideways hats and shorts. But you know what, it was love at first sight.

When I was much younger, back in 1973 I had bought a 1972 240Z from a nurse in Port Perry, who absolutely hated the car, because when she went to get out of it her pants would get dirt on the back of them. Well you know, I couldn't let the lady suffer such a fate any longer, so I traded her even for my 1970 Mustang BOSS 302. All my friends thought I was nuts, but there was just something about that dark copper paint, the way you almost laid down in the car to drive it, and the fact that I could blow the tires off of my older brother's Triumph TR6. British racing green, ha!

That little car took me on many a great ride, some ending in tours of the Oshawa Court house, but it was a car that to this day I regretted selling. I always told my friends that someday I would have another. And now I have the long wanted replacement to that gorgeous 240Z.



The next day all was sorted with the Ministry of Transportation, and Haggerty Worldwide, and it was time to drive it up to Little Britain and let my brother Bob actually give it his seal of mechanical approval, and see just what I had bought. I told my brother that the only thing I could find wrong with the car was that the hand brake tension wasn't to my liking, so I got into the Zed and up the hoist I went. I had no longer reached the ceiling in my brother's garage and I could hear Bob say "oh Neil you have to have a look at this". Stomach lurches. So I sink back to earth, get out of the Zed, and it once more raises skyward. I'm thinking the floor is falling out of my car, but it seems that this car has never seen winter and the underside is as shiny as the paint up top. Absolutely no rust. Smiles and beers all around!!

This is when my brother says, you should join that Datsun club that Diane Dale belongs to. I asked, the Diane Dale who VARAC races? Bob says yeah remember when we went out to her place to do the insurance appraisals on her two Zed cars, and I replied, must be a great club if Diane is involved in it.

So here we are, back at the start of the story. There is strength in numbers, and involvement in

your club's events is a great way to meet new people, show the car world that there is beauty in more than North American iron, and get never ending fun out of these marvels of Japanese engineering. Remember your club's Executive is only as strong as their membership, and the numbers of members attending events and meetings is paramount to the health and longevity of your club.

Upon buying the 280ZX I was faced with the problem of getting it home. A car that looks like this one has a life expectancy of about 7 minutes on a back street in Oshawa at night, so I walked down the street to a mechanic I know and for the sum of \$100.00, it was thought that by looking up the street in the fading October light that yellow car seemed to be road worthy, and he lent me a dealer's plate to get it home.

APPRAISALS



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The Sun Finally Shines on Sparta

ZEDLINE

Event Z

JP Matte

It was so strange. A beautiful 25 degree day was forecast for June 23 and that was exactly what we got. No suspense, no drama, just nice weather. It was really strange. And despite losing two regulars to wedding related activities, we had a great day at St. Thomas Motorsports Park, or for lack of a better term, the dragstrip. Stephen Novak put up the best times of the day running a 12.66 quarter mile on a modified, but still normally aspirated 370Z. Not far behind was Bogdan Kurek who impressively ran 12.80's in his 90 300ZX. Jason Brady posted 13.50's in his BMW 335 coupe. I got tantalizingly close to the 14's as I was able to manage a best time of 15.11 in my 1979 240Z. Manolo DeLeon and his son Leandro showed up in Manolo's stone stock 1972 240 and ran 17.00's all day long. Manolo's Z is a great example of what was rolling off of the assembly line in Japan when Z fever took the world by storm.

Manolo's son wanted him to take the red 240. That one has run in the 13's on Nitrous and triple Webers with slicks. Unfortunately, after sitting for a few years, the clutch had seized and despite Manolo's best efforts, it could not be made to release. This car runs hard and it is easy to understand why Leandro wanted Manolo to take that one out. It's not the Nitrous, the Webers or

the slicks that make this car go, it's the Corvette taillights. That's Manolos's secret weapon.

A Mustang club was running eliminations that day and it was interesting to watch a stampede of Mustangs in various states of tune, run their hearts out all day. As an added bonus, there were a few really exciting vehicles out that day. There were a couple of Pro Mod cars out, a Jaguar coupe and a late model Mustang. Both had motors that towered 2 feet about their hoods. At the end of the day, the Pro Mod Mustang made a mid 7 second pass deploying both its drag chutes at the end of the run. Loud as the Mustang was, the Top Fuel "rail" which made several partial runs throughout the day, was even louder.

It had a dial in of 3.90 posted on it and sounded as though it was capable of achieving that. At days end, many of us convoyed over to Port Stanley and had supper at GT's On The Beach. Round 2 is on September 22nd and hopefully all can make it out one more time and with any luck, some of the bugs can be worked out and we can all post some better times.

You may have noticed that there aren't any pictures associated with this story. Truth be told, we could run pictures from an event 5 years ago, and they would all look about the same. Car sits at a light waiting for it to change. Anyway, next time around on Sept. 22nd, if anything really exciting happens, I'll be sure to take some pictures.



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THIS IS AMS





Year End Dinner & Social

Saturday November 24, 2012

Come out to celebrate the end of another great year of events with your fellow club members, their spouses and friends at our annual dinner and social evening.

DATE & TIME: Saturday November 24, 2012.

Seating will be available at 7:15 p.m.

BUFFET: starting at 7:30 p.m.

LOCATION:

Tucker's Marketplace Restaurant

(NEW VENUE THIS YEAR!)

5975 Mavis Road, Mississauga ON L5R 3T7

Phone: 905-502-8555 • www.tuckers.ca



MENU: A fabulous hot buffet featuring salads, soups, chili, BBQ grill, carvery table with roast beef, pork, turkey & ham, pasta, seafood, fresh bakery and deserts and we have even included a fountain drink and coffee or tea. Cash payment to your server for all other beverages.

COST: \$10 per person with a limit of 2 tickets per member with your paid 2012 OZC membership dues. As available, additional tickets may be purchased for \$30 pp.

PAYMENT: In advance only as the room is limited in seating to 64 people. Payment must be received by Sat. Nov. 17. No walk-up admissions allowed at the door.

Payment options:

1. In person to JP Matte or Laverne Burkhart.
2. Via PayPal using our email money transfer account, ontariozcar@rogers.com.
3. Mail a cheque to the Club mailbox to be received no later than Sat. Nov. 17, 2012.

DIRECTIONS:

From Hwy 401, exit at Mavis Road and proceed south on Mavis.

From Hwy 403, exit at Mavis Road and proceed north on Mavis.

Tucker's Marketplace Restaurant is located on the east side of Mavis Rd between Britannia Rd W & Rodeo Dr.

OTHER DETAILS: Free door prizes in the form of wine bottles and club merchandise will be given away too.

QUESTIONS: Contact JP Matte: jpmatte@rogers.com
or Howie Yoshida: howieyoshida@rogers.com