

2010 ISSUE #1 JANUARY/FEBRUARY

Bi - Monthly Publication

ZEDLINE



ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993

370Z Designer Randy Rodriguez



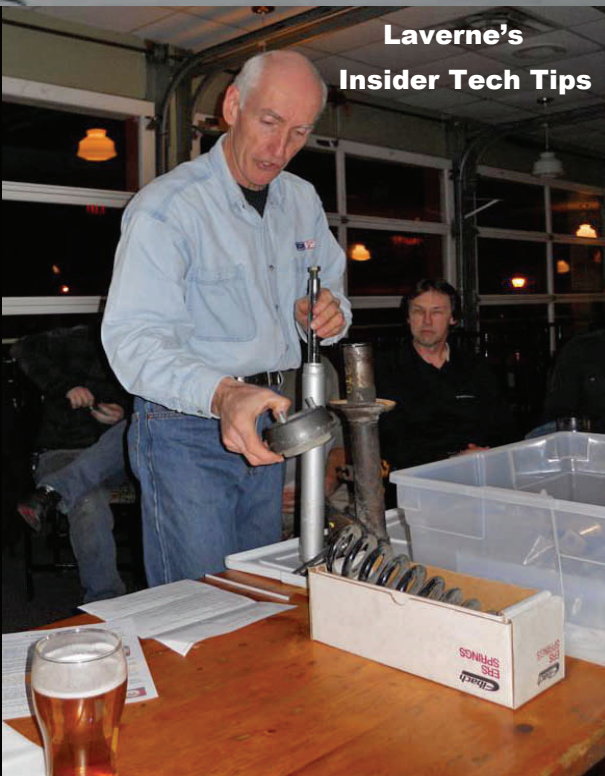
Photo by Steve Moretti

*It's 2010 &
We're Up &
Running Again!*



*Check Out Our
Events Calendar
Inside*

Laverne's Insider Tech Tips



Camshaft Wear Problem?
We may have a SOLUTION for you.....

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

Prez Sez ...



This is going to be a stream of consciousness style column. I am thinking that this one is going to meander a little. Because so many took the time to create some events for all of you to enjoy, we have much to look forward to. We just got over the year that was, now let's focus on the year that is.

Let's start with Z-Fest. Things are going to be very different this year. Those who say that "change is good" are going to love this. This year's Z-Fest is going to be held at Brantford Nissan on Saturday August 21. Former OZC President Rick Scott indicated to the Executive earlier this year that he and his associates at Brantford Nissan were interested in hosting Z-Fest. We thought it sounded intriguing as this location has much to offer and we said yes. Z-Fest will be in a highly visible, high traffic area in close proximity to shopping and restaurants. As well, supporting activities in the Hamilton area such as a possible boat cruise and a meet and greet, promise to make this year's Z-Fest one to remember. More details to follow as they become available.

From an events standpoint we have much to offer this year. The Nashville 40th anniversary Z Convention is generating a lot of buzz. I would say that there are a dozen or so cars attending from OZC. If you haven't signed up for this it is not too late. People will be leaving for the convention on a variety of times and dates so hopefully everyone will, if they desire, be able to hook up with some travelling companions. The people who brought you all of the touring events last year are back with 5 or 6 more this year. We have a Swap Meet at Whitehead Performance on April 17th and possibly another one later in the year. We will be providing you all with an opportunity to be on the cutting edge of fashion by setting up an order for a new batch of club jackets. The Z gang, ZCCR, down in Rochester have a really fun weekend lined up, the All Japanese Classic Car Weekend, July 9 to 11 and they may end up providing more avenues with which to enjoy our cars and the people who accompany them. As if this wasn't enough and I haven't mentioned each and every event, we will also have our end of year dinner in November. This event like many others this year will once again be partially subsidized by OZC.

As most of you are aware, we now have a spanking new website courtesy of Zak Irvine. The traffic on the site is substantial and people really seem to be making the most of it. Please refer to this site for event updates and general club information. If you haven't yet registered, please do so. It is not a complicated process and in doing so you'll become even more involved in what this great club has to offer.

Once again, as I had mentioned in an earlier column we need to keep it safe out there. Ours is a club based on the enjoyment of motor vehicles. We are going to travel over a great deal of asphalt in order to get to the events which we enjoy so much. Every member of this club, when he or she is attending an event anywhere in Canada or the United States, is acting as an ambassador for OZC as well as the larger community of motoring enthusiasts. Let's make sure that we all make a really good impression out there. Remember, With Great Horsepower Comes Great Responsibility.

Let me now finish on a final and more serious note concerning the state of the club. Thanks to the administrations which preceded the current one and due in large part to the hard working people contributing at both the Executive and member level, OZC is doing well. We are financially solvent and well managed. There are many events and services available to the membership. By and large there is a great deal of enthusiasm to be found in our membership. But I would be remiss in my duties if I left it at that. This club was born in 1993. In many cases this means that to many members who have joined since then, the club has always been there. Like so many other things in life, it is very easy to get comfortable in thinking that the club will always be here. Let's not fall into that trap. My motive here is not to be fatalistic or to try and scare people into becoming more active. This club is here solely because over the years people have generously stepped up and filled vacancies in the club's administrative positions. The people who attend meetings and events on a regular basis have also contributed significantly to this club's well being. I guess what I am saying is that while you the people may not need us, we most definitely need you. Please, let's not take what we all have in this club for granted. Yes it is only a car club, but if you take a moment to think about it, it really is so much more. Please invest your time, your ideas, your very presence into Ontario Z-Car. The more of yourself that you invest into Ontario Z-Car, the more it will give in return

JP Matte, President

Ontario Z-Car Owners Association

WELCOME NEW MEMBERS!

On behalf of the Ontario Z-Car Club, we are pleased to say

WELCOME to the following new member:

David Rudd

We extend a cordial invitation to you to participate in club events, meetings and the newsletter.

Bob Chwalyk, Membership Director



2010 OZC EXECUTIVE

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From The Driver's Seat

We're back again and looking forward to a fantastic year with lots of great driving and social events too. The calendar is chock full of road tours, show 'n shines, meetings and numerous Z-related gatherings outside of the province. I am especially looking forward to ZCON this year, joining a big caravan of Zed cars heading down there from OZC.

The 2010 Executive Committee (Excom as I like to call it) kicks off the year with a new Membership Director, Bob Chwalyk, remember the spelling of that name, it's not that easy yet but I'm getting used to it.

As it is early in the year, the only club event that we held was at GPKart-ways and that wasn't easy to accomplish. The first attempt did not go off as there was a private event the night we showed up and the next time, the snow storm kept a lot of participants at home. The write up on this event will show up in the next Zedline as we are full up with this edition.

We have a few articles of interest including another installment from Dave Whittaker of Wise Choice Synthetics, that still make this Zedline a great read, even if that's coming straight from the Editor.

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

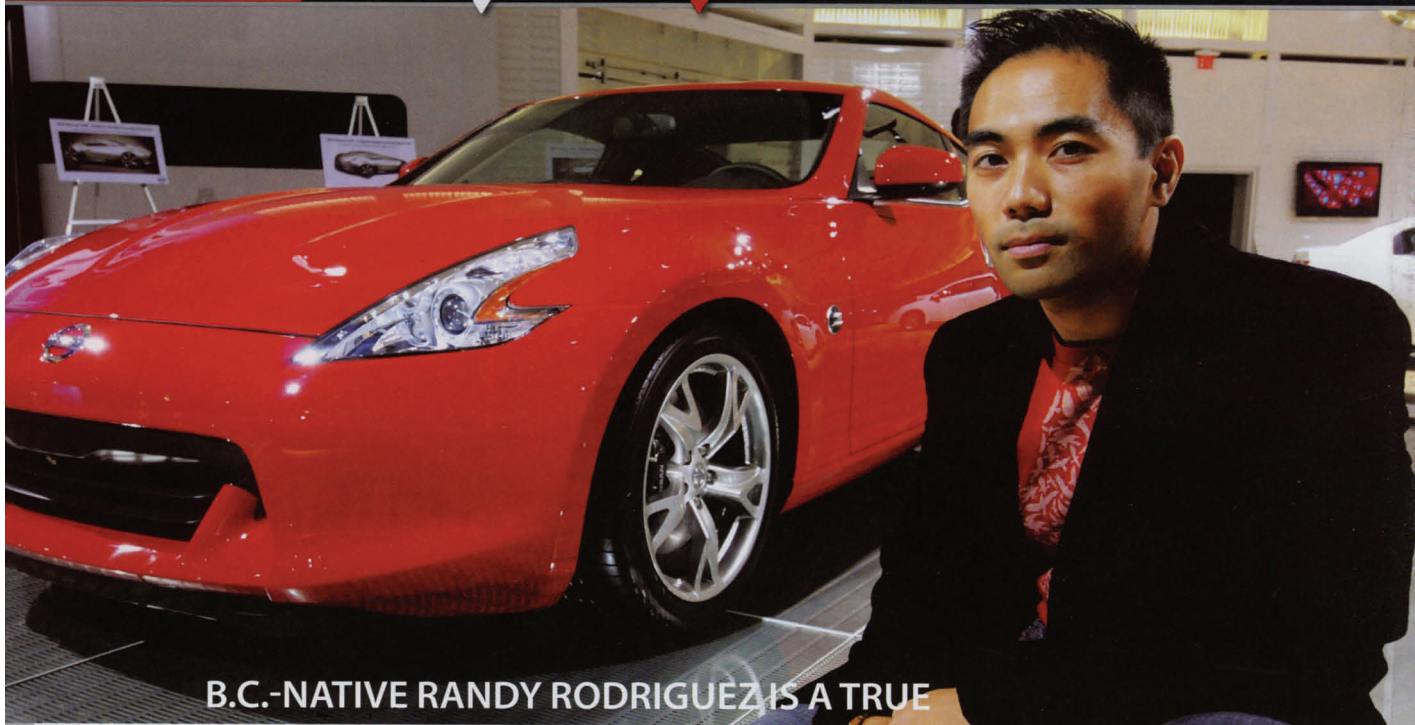
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Inside this issue, we thank the following contributors

JP Matte, Dave Whittaker, Howie Yoshida,

"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"

designer interview



B.C.-NATIVE RANDY RODRIGUEZ IS A TRUE

ZED HEAD

THE CANADIAN DESIGNER BEHIND THE NEW Z

By Bradley Horn

You'd think Nissan would have at least included Nunavut White or Tory Blue in the new 370Z's colour palette – after all, their 31-year-old Canadian designer, Randy Rodríguez, is responsible for the striking styling of its new two-seat sports car.

Born in Surrey, B.C., Rodríguez grew up surrounded by automobiles at his father's service station. As a youngster, he fell hard for his brother's first car, a Datsun Z, fueling his passion for design and the iconic Japanese coupe – he's owned almost a dozen since.

Rodríguez graduated from Detroit's College for Creative Studies in 2002, and not surprisingly, Nissan's San Diego studios were his first choice for a gig. One of his first projects was the Actic concept from the 2004 Detroit show, which formed the basis for the Rogue sport ute.

Shortly after, Rodríguez got his dream assignment: designing the new generation Z. *World of Wheels* recently spoke with the up and coming Canadian:

Quite a few designers vied to pen the new Z. Brag a bit. What made your design the winner?

"It was a global competition between all the Nissan studios and pretty much everybody had a design. But I think because my first car was a Z and I've owned so many Zs, I just had an intrinsic feel for what the car is and its heritage. I heard that some of the older designers were like 'who's this guy? There's a really strong Z feeling about all his sketches and designs...' I really had a strong understanding of the car's DNA."

So then, what makes for good sports car design?

"I like things that are more aggressive, have a lot of form and surface. I like things to be

a little more sexy and have a really good stance, to look like they're powerful. When you were a kid those were the cars on your wall. Everybody had a Countach on their wall. You wish every car could be like that."

You've owned 10 Zs now, what design lessons have you taken away from them?

The strongest Zs are the first generation and the last. I used those two cars as my initial inspiration. The 350Z was beautiful and an amazing design too, [but] if I was going to embody the Z, it would be something closer to the 240Z. I didn't try to do something retro. I tried something modern that had a little bit of the soul of the 240."

What element of the design are you most proud of? Is there something you fought for?

"There's a lot of cool details I'm really proud of. You have to fight for everything on a >

> car. It's like a battle, between other designers and engineers. You're competing with each other, but you're also working with each other. I'm really proud of the beltline, the main character line of the cars. It's really shark-like... the car has a lot more motion, it's more dynamic and passionate. And also the DLO [Day Light Opening] referencing the 240Z a little more."

Nissan wanted its new Z to be lighter and tighter. Was that a challenge for you?

"It actually gave me more freedom... Nissan had the mindset of making this even more of a pure sports car, like the original 240. It's amazing that the car didn't get bigger, heavier and fatter – they went the opposite way, which is much harder to do. It has a shorter wheelbase, a wider track at the rear and it sits lower. These are all the things a designer would want and a what a real sports car enthusiast would want."

How has the presence for the GT-R changed the design of the 370Z?

"The GT-R is an amazing car performance-wise — it kicks ass. But it's a very different philosophy. There were some cues that we carried over, like the cantilevered roof, even though the 370 doesn't have the blacked out A-pillar, which I wish it did have. You can see some familiarity, but the Zs just done in a different way"

Name some good designs outside of the automotive world?

"I'm a huge motorcycle nut. I have an MV Agusta FX and I used that as inspiration for the Z and lots of other things I've done.

Ducati as well. Italian brands have a lot of art and sculpture in them."

So what gives the Z staying power?

It just has no comparisons in terms of its balance of performance, stunning design and value. It's a super-affordable car that has technologies that should make it cost twice as much and it can hang with cars that cost twice as much or more. It looks good, has good quality and that's one of the reason why I love the car so much. I've had Zs with 300,000 miles on them and they're still running strong. When you have a car that doesn't let you down, you love it."

What makes Japanese car design so unique?

"When you go to Japan the culture is just insane. They're amazing people, very civilized. The technology is just so much more advanced and there's so many people crammed into a small place. It's a sort of visual overload. They're able to handle and express designs that are a little more complex. At the same time they're very functional and efficient with their spaces. They're spiritual people. Everybody takes their job seriously no matter what they do, even the janitor. I think all this comes through in their cars."

It just has no
comparisons in
terms of its **balance**
of **performance**,
stunning **design**
and **value**.

What other automakers are doing good design work these days?

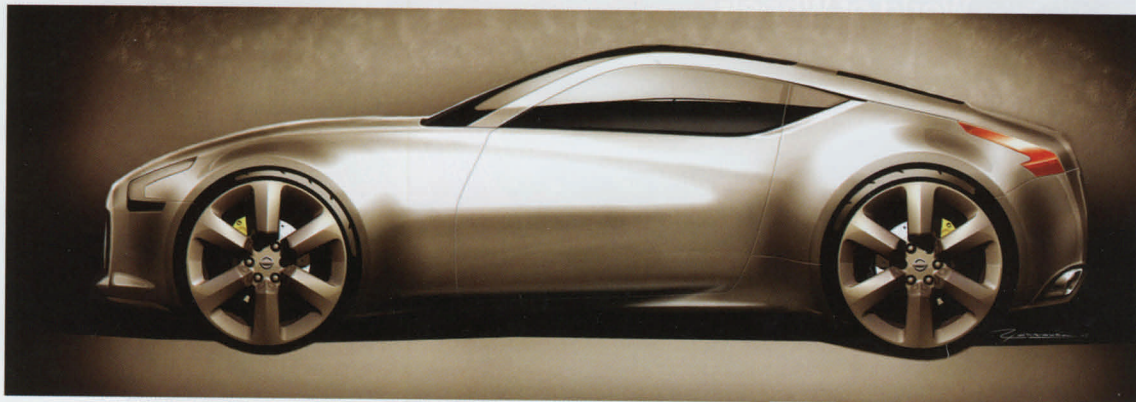
"I'm not sure. I see stuff from certain manufacturers that I kind of like, but I always think about how I'd want to change that car... I would do this, this and this. I think Nissan is good in that each car has character and makes a bold statement. I wish other manufacturers would do the same. Some of them that have this super strong brand image where every car has the same theme, the same face and the same grill. I don't like that."

If you weren't designing cars for Nissan, what would you be doing?

"I've also done an airplane, which was awesome because unlike a sports car, when you say 'sport plane' you don't really conjure up anything. I had the opportunity at Nissan, though another company that contracted us, and my design was selected for the exterior. It's just a little two-seater, carbon fibre plane that has wings that fold up so you can trailer it home and stick it in your garage. It lands on water also. It's called the Icon A5. It's awesome... They even had ex-NASA guys working on it."

So, do you have your personal Z yet?

"No it's being made with love right now at our Japanese Nissan factory. I got a black one, but I'm regretting it a bit. It doesn't show the forms as much. I should have got a silver one. Everyday we work on silver cars, our models are all silver, so I wanted to see it in something else, so I tried black. It's only a one year lease, so I'll get a different colour next year!"



That New “Off the Shelf” Oil May Contribute to Excessive Cam Lobe Wear!

by David Whittaker, MLA I
Wise Choice Synthetics Inc.

The focus of this article is on how to address the premature flat tappet camshaft wear caused by reduced levels of zinc and phosphorus found in today's modern motor oils. This is due to recent changes in oil and engine technology driven by the EPA's new (2005) API “SM” and ILSAC GF-4 specifications for gasoline engines. Zinc (Zn) and phosphorus (P) make up the anti-wear additive ZDDP, Zinc Dialkyl Di-thiophosphate. The reduced ZDDP content in motor oil is causing concern for all older engines and newer modified engines. The zinc content in today's “off-the-shelf” oils has been reduced by 35% since 1997.

Owners of older classic cars that have an engine with flat tappet camshafts (Non-Roller Camshaft) should be aware of the fact that today's modern “off the shelf” motor oils and possibly your new favourite oil contain much lower levels of an anti-scuff additive called ZDDP. This is causing a concern for pre-1997 engines as well as newer modified engines. The lower ZDDP content of newer oils is designed for late model engines with roller lifters or followers because the loads are much lower on the camshaft lobes.

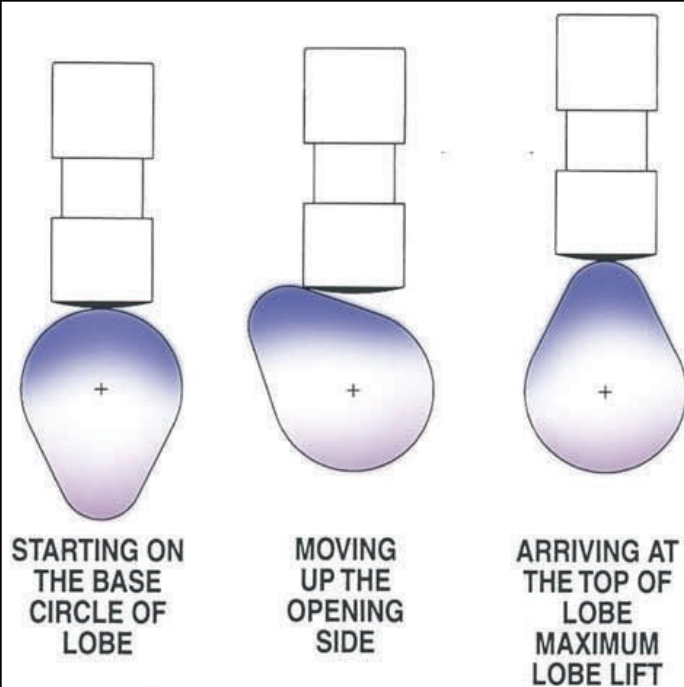
engine startups and break-in periods. In some cases involving new engine start ups, cam failures have occurred in as little as a few hours or a thousand miles of driving! Some engine builders have seen camshafts ruined within minutes of initial start up in engines upgraded with stiffer valve springs and/or higher lift cams and rocker arms intended for racing/track applications or sport enthusiasts just wanting to increase performance.



Cam Lobe & Tappet Wear, above & opposite

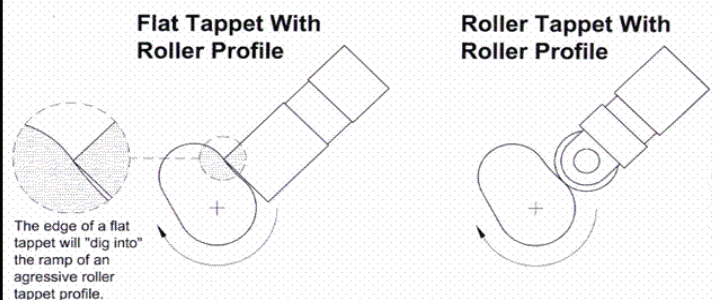
According to Mark Ferner, team leader for Quaker State Motor Oil Research and Development, “Even modern stock passenger cars can see pressure in excess of 200,000 psi at the point of flat-tappet/cam lobe contact.” NASCAR engine designs claim pressures up to 300,000 psi.

Since 2005, an increased pattern emerging on older cars showing scuffed camshafts soon became a big issue with car owners, service shops, engine builders, oil companies and camshaft manufacturers. Some oil manufacturers were pointing to metallurgy, blaming the hardness or the taper of the cam lobe. This may have been an issue with some validity but the bottom line is that there has been a big in-



Camshaft Rotational Cycle

But on pushrod engines with flat tappet cams, the level of ZDDP in the new oils may be inadequate to prevent cam lobe and lifter wear. This issue is more of a concern on new



Flat Tappet vs Roller Profile

crease in failures with products that have been on the market for many years but are now having greatly increased failures. The major cause factor in the increase of flat tappet camshaft failure may be your favourite brand of modern engine oil. Simply put, today's engine oil design has a different mandate and is just not the same as it used to be and may not provide adequate protection for older, flat-tappet-equipped vehicles running non stock, performance cams and valve trains.



Worn Camshaft

To help remedy the situation, service shops moved to using specially formulated break in oils supplied by camshaft manufacturers and using diesel rated motor oils as the only choice of oils available with high ZDDP levels, great for protecting camshaft lobes. Using 15W-40 diesel oil was a good choice for high performance gasoline engines with flat tappet, high duration lift cams and also forced air induction engines. Diesel oils have high capability to

handle blow by contaminants associated with forced air induction. The superior additive package of diesel oils keeps the contaminants suspended in the oil (vs accumulating as varnish on the inside of the motor) allowing the oil filter to do its job. In many cases the consumer paid the price for everyone to learn that the real issue was due to a reduction of two very important additives in the oil and limited recommended products on the market available to service the issue.

The major change started in 2003 due to the requirement for more stringent emissions standards and the governmental mandate (EPA's new API "SM" and ILSAC "GF-4" specifications) for gasoline engines for extended emissions control system warranties. The OEMs got together with the motor oil makers and decided to reduce the amount of ZDDP in street-legal, gasoline-engine motor oils, after all the additives were no longer required with modern roller lifters and overhead-cam followers. The new regulation was finally approved for the 2005 model year.

The new changes in today's oil products and advancements in internal engine configurations contributed to a harsher environment for the camshaft and a potential for failure during break-in. This new handshake decision left little regard to the fact that the reduction of these two ingredients compromised protection to engine components, most notably flat tappet camshafts. So.....knowing this condition exists is the key to making a choice to select an appropriate oil to effectively protect the valve train of your engine, and "YES"There are several things you can do to curtail this discouraging trend from affecting the reliability of your engine.

API approved oils should contain adequate levels of dispersants, friction modifiers, viscosity modifiers, anti-foam, anti-corrosion, antioxidant and anti-wear additives, all of which can affect the strength and durability of anti-wear films. There are several companies that are now offering specialized "Street", "Race", and "Off-road" oils that are high in anti-friction and anti-wear content, to combat this specific problem. These oils carry the API "SL" 2004 or "SJ" 2001 rating.

The 2005 and current API "SM" or ILSAC "GF-4" rating is Phosphorus = 0.080%, **800 ppm** and Zinc = 0.087%, **870 ppm**. You can compare these reduced ppm (parts per million) levels to the previous API Standards ratings on the chart on the next page.

“Off the Shelf” Oil May Contribute to Excessive Cam Lobe Wear continued.....

Issues:

“Owners with stock or performance modified flat tappet camshaft engines pre-1997 and later modified engines need to be aware that the factory suggested lubricant may have changed properties and may no longer be applicable or adequately provide necessary protection for your engine. Because of the new mandate for “Energy Conservation” emissions standards, OEM owners manual recommendations for your newer vehicle engines may not include API “SL” or “SJ” rated oils that would more adequately protect your older stock or newer modified engine. For outstanding protection, choose a manufacturer’s oil with an “SL, SJ, SH or SG” rating on the bottle. Some of the oils on the chart have multi API Standards rated classifications, meaning the oils can be used for multi use applications: (ie) API – ,” MA” - Wet clutch Compatible rated for Motor Cycle applications and also API – “CF”, “CI-4”, “CF-2” for Diesel applications.

Recommendations:

For Street Applications: API “SL”, “SJ”, “SH”, “CF” – 5W-30, 5W-40, 10W-30 or 10W-40

For Combination Street and Race Application: API “SJ”, “SH”, “SG” – 10W-40, 20W-50

For Racing only Applications: A Race-Rated 50 Weight Oil for Drag and Track. 60 Weight if using Nitrous.

Manufacturer Product Name	Phosphorus Level (ppm)	Zinc Level (ppm)	API or Classification
AMSOIL (AMO) 10W-40 (Synthetic)	1265	1378	API - SL, SJ, SH, CF
AMSOIL (ARO) 20W-50 (Synthetic)	1266	1379	API - SL, SJ, SH, MA
AMSOIL (HDD) 5W-30 (Synthetic)	1266	1379	API - SL, CI-4+, CF-2
AMSOIL (RD30) 10W-30 (Synthetic)	1424	1575	RACING
AMSOIL (RD50) 15W-50 (Synthetic)	1424	1575	RACING
JOE GIBBS (XP4) 20W-50 (Non-Synthetic)	1300	1500	RACING
Mobil 1 (High Mileage) 10W-30 (Synthetic)	900	1000	API – SL/CF
Mobil 1 (High Mileage) 10W-40 (Synthetic)	900	1000	API – SL/CF
Mobil 1 (15W-50) Gold Cap (Synthetic)	1200	1300	SM, SL/CF
Current API Spec - Modern Gasoline Motor Oils	600 - 800	700 - 870	SM

At any rate, because the oils on the chart have a full load of anti-wear additives, today’s real racing motor oils are sometimes marked “for off-highway use only” on the bottle. They definitely aren’t embossed with consumer-friendly insignia. Some racing oils won’t meet manufacturer’s warranty requirements for new vehicles, may degrade catalytic converter performance in long-term use, and in some cases have not been formally submitted to the oil industry’s current benchmark performance test and “API” validation approval. I have chosen API “SL” Group 4 (the pre-2005 API spec) rated synthetic oils, race classified oils and one non-synthetic race classified oil in the comparison. The Joe Gibbs (Brad Penn Group) 20W-50 oil is a well proven high performing race oil and grew from the original Kendal GT-1 racing oil formula.

My one good reason to run 100% true synthetic oil is that the PAO base stocks do not require polymeric thickening additives to produce a multi-grade behavior. These thickeners are necessary in non-synthetic multi-grade base stocks and tend to crack under heat and shear, producing unstable viscosities over time and use. Simply put, a true synthetic performs better, lasts and protects longer. One can choose an oil based on price point and or performance qualities, you mostly get what you pay for. Generally speaking, if your vehicle calls for a 30 or 40 weight viscosity multi-grade oil, staying with the OEM viscosity recommendation is good practice. If you have high mileage, you can also move up a grade. If your engine is slightly or heavily modified and you are doing a little racing, I highly recommend moving up one viscosity grade or higher for added protection and temperature stability. Always consult your engine builder for viscosity recommendations based on bearing clearances. For older cars running flat tappet camshafts, racing applications and newer modified engines, these “SL” and race rated oils from the chart are some of the best oils available.

If you have any questions regarding article content, please e-mail me or give me a call. Spring is just around the corner for getting our rides out and I will be glad to address any of your concerns.

I would like to extend a special thank you to those that responded with compliments and questions regarding the November Zedline article entitled “When Oil Goes Bad”. In the future, I hope to post your questions in a Q&A segment.

David Whittaker MLA I

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- * Heavily fortified with zinc/phosphorus anti-wear additives for maximum protection.
- * Provides extra anti-wear protection for engines with flat tappets and high tension valve springs
- * Ideal for high mileage vehicles



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EVENTS!!! — 2010 OZC CALENDAR — EVENTS!!!!

****NOTE** Please check the events calendar on our website (www.ontariozcar.com) for the latest schedule updates between each printing of Zedline!!!**

March 3 - Eastern Chapter Meeting at Steve's Tire, Concord

March 10 - Western Chapter Meeting at Ernie's Roadhouse, Cambridge

March 20 - Executive Committee Meeting #2 at Ernie's Roadhouse, Cambridge

April 7 - Eastern Chapter Meeting at Route 66

April 17 - Swap Meet hosted by Whitehead Performance, contact Greg Whitehead, 416-665-2220

May 1 - Halton-Siddonham Road Tour. Contact Wes Hore (smurfzed32@hotmail.com)

May 12 - Joint East-West Chapter Meeting at Montana's in Milton, join us for dinner at 6:00 pm, meeting at 7:30 pm

May 29 - Niagara Wine Tour. Contact Wes Hore (smurfzed32@hotmail.com)

June 2 - Eastern Chapter Meeting at Route 66

June 19 - Mosport 50th Anniversary Celebration & VARAC Vintage Car Festival

June 26/27 - Calabogie Road Tour. Contact Wes Hore (smurfzed32@hotmail.com)

July 3 - Drag Day #1 at St. Thomas Speedway. Contact Jim Maw (alfa@golden.net)

July 7 - Eastern Chapter Meeting at Route 66

July 10/11 - ZCCR All Japanese Classic Car Weekend. Contact John Taddonio (zcarnut@hotmail.com)

July 14 - Western Chapter Meeting at Ernie's Roadhouse, Cambridge

July 27- Depart for ZCON & Tail of the Dragon run on Jul 28

Jul 28/Aug 1 - ZCON in Nashville, TN (www.zcon2010.com)

August 4 - Eastern Chapter Meeting at Route 66

August 7 - Eric's Cottage Road Tour. Contact Eric Zondervan (zedfoot@rogers.com)

August 21 - Z-Fest at Brantford Nissan. (Fri, Sat & Sun event planning ongoing)

September 8 - Joint East-West Meeting at Montana's in Milton, join us for dinner at 6:00 pm, meeting at 7:30 pm

September 11 - Western Ontario Road Tour, tentative TBD

September 18 - Drag Day #2 at St. Thomas Speedway, dinner, trophies, contact Jim Maw (alfa@golden.net)

October 6 - Eastern Chapter Meeting at Route 66

October 16 - Mosport Road Tour. Contact Tom Dickson (zeeker260@hotmail.com)

November 3 - Eastern Chapter Meeting at Route 66, main event, elections for 2011 Executive Committee

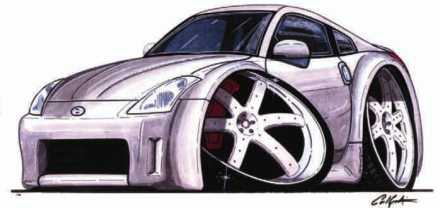
November 10 - Western Chapter Meeting at Ernie's Roadhouse, Cambridge, elections for 2011 Executive Committee

November 20 - Year End Dinner & Social, restaurant location TBD

December 1 - Eastern Chapter Meeting at Route 66

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Birth Date: _____ Name, address, phone & email may be published in membership roster ☐

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MONTHLY MEETING MINUTES — COME ON OUT & JOIN US

Ontario Z-Car Eastern Meeting Minutes Wednesday January 6, 2010 at 7:30 pm

Happy New Year, the first Eastern Chapter meeting of 2010 was held at Route 66 Sports Bar & Grill and was chaired by JP Matte. There were 17 people in attendance including members & spouses. Welcome to Michael Aucoin, who has returned from Montreal, back to Ontario and OZC once again.

1. Treasurer's Report

Gail reported the current account balance was about \$7900. Outstanding bills to pay for 2009 were for Zedline and the charitable donation amount. TBD at the next Ex-com meeting later this month. The 2009 year end financial report would be ready for review at the Excom meeting too.

2. Zedline

Howie reported that the year end issue would be mailed out later this month. It was not completed yet.

3. Future Events

The road tour group will be meeting soon to plan the tours and set dates for the upcoming driving season.

A go-karting event may be organized in February.

ZCCR has rescheduled their big car show to the weekend of July 9-11 due to a conflict with ZCON.

ZCON is July 28 to August 1. The website is up with all the details. The hotel is accepting reservations now and early registration is also available. There appeared to be a lot of interest in attending this year.

4. Website

Eric reported that the new website is up and running with lots of traffic and users signing up for the forums. Members were urged to get signed up if they haven't done so and to check the website regularly for event updates etc.

5. 50/50 Draw

Enrique was present and a 50/50 draw was held. Jason won the cash of \$28 with the other car care prizes going to Michael, Frank & Eric.

Minutes recorded by Howie Yoshida.

Ontario Z-Car Western Meeting Minutes Wednesday January 13, 2010, 7:30 pm

The first Western Chapter meeting of 2010 was held at Ernie's Roadhouse in Cambridge and it was chaired by Laverne Burkhart, Western VP. Laverne had made it previously known that the meeting would feature a technical session on do it yourself struts and coilovers. There was lots of interest as 21 people were in attendance.

1. Welcome

Laverne introduced himself and had everyone present introduce themselves, indicate where they were from, what they drove and where their interests were.

2. Struts and Springs

Laverne started out by covering some of the basic principles, advantages for installing shorter springs and coilovers and why you would want to consider this modification. Examples were on hand of the various parts, both stock and modified and he proceeded to demonstrate how you could go about making some of the changes yourself. He pointed some of the things to watch out for and areas of concern.



Laverne opening his bag of tricks

He demonstrated how easy it was to cut and remove the

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.

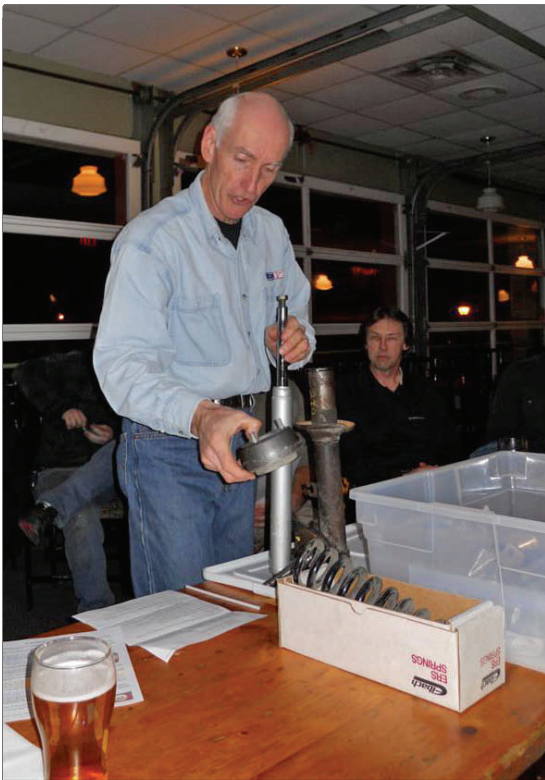
LONDON

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)



spring perch with a hack saw and replace it with an adjustable perch or tube collar. Helpful hints were provided about alternative positions for the collar, the use of a boot to keep the shock clean and other useful data. Laverne handed out a summary sheet of the points he talked about.

And here are your basic parts



The sheet also included detailed descriptions of suggested parts and alternative methods.

In summary, he mentioned a lot of what he did early on was by trial and error

and the introduction of specialized parts and kits made these conversions a lot simpler but a bit more expensive.

It was a very informative session which was appreciated by all in attendance. Thanks Laverne.

Minutes recorded by Howie Yoshida.

Ontario Z-Car Eastern Meeting Minutes Wednesday February 3, 2010, 7:30 pm

The regular monthly Eastern Chapter meeting was held at Route 66 Sports Bar & Grill and was chaired by JP Matte. There were 19 members in attendance.

1. 2010 Operating Budget

Copies of the club operating budget were distributed for review by those in attendance. The club Executive Committee has presented a balanced budget this year. Some specific items were mentioned, our newsletter printing and postage costs are the main expense, funds allocated to club events have been increased and on the income side,

we are aiming for 150 members. There were no questions or comments and the budget was accepted.

2. Zedline

Howie reported that the 2009 year end issue was still in the works but would be out for sure this month.

3. Website

A hands up survey indicated that most present were registered on the forums. Eric reported that we were closely monitoring the forums to try and keep out any spammers off the forums. There's lots of activity talking up events and the classified are active. There is a shortage of member & technical projects though.

4. Future Events

Feb 8 - We are meeting at **GPKartways** in Downsview where they are running an unlimited go-karting event from 6:00 p.m. to closing. OZC is paying \$5 per head off the entry fees for all participating members who have paid their 2010 dues.

April 17 - **Swap Meet** at Whitehead Performance was announced.

ZCON - Wes announced that the road tour group is organizing a convoy for those members going to the ZCCA convention this year. The intent is to depart on the Tuesday, overnight on the road somewhere and run the Tail of the Dragon on the Wednesday morning, ending up at the convention hotel later in the day but in time for the traditional Texas chili opening event.

Road Tours - There will be a road tour every month, details were presented by Tom. Dates were mentioned but will be confirmed and posted up later.

Eastern Meeting Wednesday March 3 at Steve's Tire - Steve Shane of Steve's Tire has offered to host a club meeting and we have taken up his offer and will be there for our Eastern meeting. He will have some interesting topics to present and generally talk up any tire related issues that are raised.

5. Club Jackets

With Terry's guidance and assistance, OZC is organizing a group purchase for club jackets this year. We are proposing to buy lightweight windbreakers with the club logo. Plans are to have them available in both men's and lady's sizes, colour choices, with logos, front, back or both. Hands on samples are being made up and will be on display at our March meetings and at the swap meet for all to see. Orders will be taken up to a point and then the jackets will be made up, hopefully in time for late Spring. Pricing and further details to follow.

6. 50/50 Draw

Our lucky cash winner of \$37 was Erle this time. Car care prizes also went to Vince, Eric, Tom and Bob. Thanks Enrique for handling this.

Minutes recorded by Howie Yoshida.

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