

ZEDLINE



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

a bi-monthly publication of



May/June 2011

**240Z road trip
of a lifetime**

**Advantages of
Synthetic Oil**

**WHITEHEAD PERFORMANCE
hosts OZC Swap Meet**

**2011 event
schedule
inside...**



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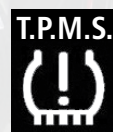


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Monsters, both real and imagined

When I was five or six years old many years ago, on Friday nights I would go over next door to watch “Creature Feature” with my then best friend Johnny. See, they had cable and we didn’t. I believe our favourite show was broadcast from Detroit, Michigan. We watched all manner of Sci-Fi and Monster movies. Of course they were in glorious black and white. When it was time to go home, it was dark out. If the movie was about an average size monster, say a werewolf or a vampire, the pitch black 30 foot span between the houses was especially scary as there was always a possibility that something scary was lurking in the darkened shadows. My all time favourite monster was Godzilla. I like the big guy to this day. I didn’t worry so much about Godzilla, because at 400 feet tall, it was not as if he was going to sneak up on me. While we are at it, I might as well make it clear that I like the original Godzilla. The guy in the rubber suit, fire blasting breath and virtual indestructibility. The 1998 Godzilla movie was okay, but it was not a Godzilla movie. It was a film about a very big, very fast, anatomically correct lizard who is killed off by a handful of Hellfire missiles. Godzilla, the real Godzilla, laughs at Hellfire missiles.

Godzilla was born in Japan. He would make a dramatic entrance emerging from Tokyo Bay. Whether he was just raising hell and letting off some steam, or fighting off an enemy monster, he invariably left a real mess in his wake. He was a cinematic reminder of the nuclear nightmare Japan lived through near the end of World War II. Ironically, Japan embraced Godzilla. He became a mascot of sorts - a large reptilian ambassador to the rest of the world. Aside from that bad patch in WWII, Japan was and is to this day, a noble nation which has contributed much to the planet. Specifically for us, Mr. Yutaka Katayama, the Z-Car and all of the other amazing Nissan products which are obviously a very important part of our lives. I won’t go into great detail about what they have contributed, I don’t have to, Japan’s influences and contributions touch everybody’s lives every day, everywhere.

On March 11, 2011, not only was Japan hit with a mammoth 9.0 earthquake, they were also assailed by a tsunami. Though Japanese cities withstood the earthquake due to superior architectural engineering, they were no match for the wave of destruction that followed. How crushingly ironic then that despite their having embraced their nightmarish nuclear past and moved beyond it, and after suffering so much death and devastation at the hands of the earth and sea, that Godzilla’s nuclear legacy would come back to haunt them and

jeopardize their very existence. Japan is a very crowded island. It is not as though like in the former Soviet Union or the United States, where there was enough geographical space to move away from a nuclear accident, that they have such an option.

In the face of such horrors they have diligently, stoically, in workmanlike fashion, worked to contain the Fukushima nuclear site as well as confront the immense task of rebuilding entire villages washed away. All of this as significant aftershocks continue to jar the nation. We could stand to learn a lot from the Japanese and how they deal with monsters.

In light of this, days after the quake, the club sent a card to Mr. Katayama and his wife Masaka. They reside in Tokyo, some 150 miles South of Fukushima. It is a small gesture, but I take some comfort in knowing that their being made aware that we care for them, might bring them some measure of comfort. Because the Katayamas are so loved, I have no doubt that they will receive many well wishes as they were no doubt touched in many ways by the awful events that struck their nation, their families, and their friends. I know I was touched when I became aware of what happened in Japan, and knowing many of you the way that I do, I am sure you feel the same way.

Now for something completely different. Just a quick note to point out that Webmaster Zak Irvine is thinking of all of you smart phone users on the cutting edge of technology. Zak is updating our website in order to facilitate viewing it via handheld devices. If I recall correctly, Zak told me that when accessing the site via a handheld device, the site’s graphic elements will be downplayed and the text will be optimized for ease of viewing. There is no fixed completion date, but it will become readily apparent when viewing the site on your cell once it has been finalized. Another site update worthy of mention is the events page located in the site navigation menu. Clicking on events takes you to a list of all of the club’s scheduled events. This provides you with a rapid overview of the year’s activities. Events can still be viewed using the calendar feature if that is your preference.

It’s shaping up to be a great year. A lot of things are planned and it’s all out there for everyone to see. So get out the calendars and start marking off dates and start formulating some plans. While your at it, you might consider socking away some extra gas money. You may have noticed that the per litre cost of fun has gone on a bit of a wild ride this year.



JP Matte, President
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Spring seems to have taken an eternity to get here. After a five month winter hibernation, I put full insurance back on my Zed April 1 but because of the lousy weather, I’ve hardly driven it. However, the forecast is starting to look better so that’s about to change, especially with all of the OZC events and cruises coming up!

Yes, we have another exciting year planned with lots of great events and road tours so please make the most of your membership and come out. The full events calendar and tour schedule can be found on page 6, so keep this *Zedline* handy as you won’t want to miss these important dates.

OZC has already had our first major event of the year - the annual swap meet hosted by Whitehead Performance. Despite the dismal rain that day, there was a good

Spring is finally here!

turn-out and many participants made deals to acquired much needed parts for their Z car projects. See page 8 for a report and photos from the swap meet. I’d like to thank Greg, Mike and the rest of the crew at Whitehead for hosting this event each year and supporting *Zedline Newsletter* by upgrading their ad to the premium back page position for this issue - enabling us to print the outside cover in colour!

Also in this issue, David Whittaker from Wise Choice Synthetics explains the advantages of using synthetic motor oil versus conventional oil in our *Expert Advice* column. I participated in David’s survey and am currently taking measures to correct the fuel dilution issue I have with my 300ZX. Thank you Dave for your help and guidance in switching me to Amsoil lubricants.

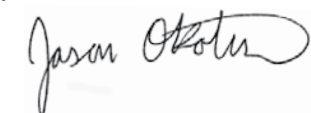
OZC founder Dieter Roth returns this issue with part two of his legendary Tail of Two Z Cars. This installment focuses on his teams’ winning efforts during their second racing season in 1990. Dieter will wrap-up his story in the next issue of *Zedline*.

Member Profile takes a look at OZC Website Administrator Eric Zondervan’s 39 year history with his 1972 240Z, of which he

is the original owner. Eric tells us about his many adventures with his Z and outlines the greatest adventure of all - a three month, 20,000 KM road trip across Canada and the U.S. which he has planned for this summer.

Eric also informs us of how to sign up and become a member on the Ontariozcar.com forum. In his regular column *Web Talk*, Eric shares user tips and ways to get the most out of our wonderful website. Our website is a great place to chat with fellow Z car enthusiasts, share ideas, make plans to get together plus buy and sell parts.

That pretty much sums up this issue of *Zedline*. Please give it a good read and check out our advertisers if need the type of services they offer. I recently had AMS suspension components installed on my Zed by Vuk Zivic. I’m very happy and excited about this significant modification and will discuss it in the next issue of *Zedline*. Until then, happy Zedding and I hope to see many of you out at our events!



Jason Okolisan, Zedline Newsletter Editor

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ZEDLINE CONTRIBUTORS:
JP Matte, Dieter Roth,
Howie Yoshida, David Whittaker,
Eric Zondervan



WELCOME NEW MEMBERS!

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

Trevor Allin, George Anderson, Adrian Conte, Philip Carvalho, Les Druiven, David Fletcher, Jeff Hynek, Lance Kool, Marty Schueller, Heikki Silegren

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.”



OZC 2011 Events Calendar

- May 23 - Michael-Angelo's Marketplace Car Show, Mississauga, free admission, 11am - 2pm, 905-820-3300
- June 1 - Eastern Chapter Meeting at Route 66, Scarborough
- June 8 - Western Chapter Meeting at The Plunket Estate as part of a local cruise night and then to Peter Radoja's house
- June 25 - Drag Day #1, St. Thomas Motorsports Park, contact JP Matte, jpmatte@rogers.com
- July 6 - Eastern Chapter Meeting at Route 66, Scarborough
- July 8-10 - ZCCR All Japanese Car Show Weekend, Rochester, New York, contact John Taddonio, zcarnut@hotmail.com
- July 13 - Western Chapter Meeting at East Side Mario's, Woodstock
- July 18-23 - Z Convention in Savannah Georgia, www.zccazconvention.com
- August 3 - Eastern Chapter Meeting at Route 66, Scarborough
- August 10 - Western Chapter Meeting at Ernie's Roadhouse, Cambridge
- August 20 - Z-Fest at Brantford Nissan. (Fri, Sat & Sun event planning ongoing)**
- August 29 - Thornhill Cruisers Car Show, The Bayview Glen Church (Steeles/Bayview) www.thornhillcruisers.com
- September 7 - Eastern Chapter Meeting at Route 66, Scarborough
- September 9 - Watkins Glen New York, Grand Prix Festival, featured marque Nissan/Datsun, www.grandprixfestival.com
- September 14 - Joint East-West Meeting at Montana's in Milton, join us for dinner at 6pm, meeting at 7:30pm
- September 24 - Drag Day #2, St. Thomas Motorsports Park, contact JP Matte, jpmatte@rogers.com
- October 5 - Eastern Chapter Meeting at Route 66, Scarborough
- October 12 - Western Chapter Meeting at Ernie's Roadhouse, Cambridge
- November 2 - Eastern Chapter Meeting at Route 66, Scarborough, elections for 2012 Executive Committee
- November 9 - Western Chapter Meeting at East Side Mario's, Woodstock, elections for 2012 Executive Committee
- November 19 - Year End Dinner & Social at Grand Valley Golf Club (date and venue to be confirmed)
- December 7 - Eastern Chapter Meeting at Route 66, Scarborough
- December 14 - Western Chapter Meeting at Ernie's Roadhouse, Cambridge

2011 Tour Schedule

The OZC tour sub-committee is planning one tour per month from May to October. Not all routes have been fully planned but this year's tours will be shorter than in previous years which should appeal to more members. Tour dates have been set for a Saturday with the Sunday as a fall back rain day. Here are the dates and locations:

- May 7** *Halton Hills Tour featuring Snake Road and back roads up towards Milton,* contact Jason Okolisan: j_okolisan@yahoo.ca
- May 28** *Niagara Wine Tour,* contact Mauricio Gomez: soundfx@rogers.com and Eric Zondervan: zedfoot@rogers.com
- June 18** *Eric's Cottage Tour to Orillia featuring Southwood Road,* contact Eric Zondervan: zedfoot@rogers.com
- August 6** *South Western Tour through Tillsonburg and Port Stanley,* contact Brian Gracie: bkgracie2@gmail.com
- September 17** *Kawartha Lakes and Winery Tour,* contact Erle Strauss: estrauss3@rogers.com and Tom Dickson: zeeker260@hotmail.com
- October 15** *Eastern Autumn Tour through Port Hope and New Castle,* contact Wes Hore: smurfzed32@hotmail.com

Once available, further details on the tours will be printed in future issues of Zedline and posted on ontariozcar.com.



The Cayuga Miracle

These are my recollections of a **strange day last Summer**, where a variety of unrelated elements; **politics, weather and drag racing**, all combined to create **a magical experience**

by Jean-Pierre (JP) Matte

On Saturday June 26th something special happened. Did religion find me? Did I find religion? Did vandals descend upon a rain soaked Toronto? Did I come across a piece of dry pavement where loud vehicles rumbled under darkened skies? If you've got a few moments I'll tell you.

That day in June is when the first of our two drag events was scheduled. It was also the day all of the G20 nations were in Toronto. Confronted with an abysmal weather forecast I was wavering on whether or not to venture out to the not so accurately named Toronto Motorsports Park in Cayuga Ontario. There was a steady downpour in Pickering and it didn't look like it was going to ease up anytime soon. I called Jim Maw, the event organizer to see what he was going to do. Jim quite nobly told me that he would be out there rain or shine. He hated the thought of people coming out to his event and having no one there to greet them.

Normally when it's raining at the time of departure I will cancel any plans to take the Z out for a session of aquatic abuse, but this time it was a little different. The Nashville Z Convention was fast approaching and I had yet to put any real miles on the car as it had spent the previous two months on a hoist waiting for new coil-over suspension components to arrive. I also had my steering rack replaced and had a variety of other things worked on. I had to get some miles on the car as I didn't want to find out there was a problem, in the U.S., on the way to Nashville. My decision was made. Time for a shakedown run. I told Jim I would be there, come hell or high water.

For me it turns out it was mostly the latter. Hell was reserved for a rain soaked downtown Toronto and its rendezvous with masked vandal punks. I was in and out of rain the entire way down to Cayuga. Rain came and rain went, but the entire trip was done under a blanket of ash colored clouds. The prospect of a quick run out to Cayuga was scuttled by endless bouts of traffic congestion on the QEW and 403. Almost two hours later I finally pulled up to the track under what were still very dark skies. The ground was dry but it didn't look like it would remain that way for long. The



JP's 1971 Datsun 240Z

ominous weather (sadly the second drag event was also plagued with similar weather) limited attendance to the hardcore, the true believers and the curious.

Steve Novak along with his daughter, brought his modified 370. Despite a great deal of preparation and scientific gear, Steve was not able to beat his long standing best of 12.80 and ran a 12.95. Mark Attridge and his girlfriend were there with his black 300ZX TT running in the low 14's. With all of the new work done on it, I was too chicken-shit to take out my '71 240 so close to leaving for Nashville. Jim Maw's 300ZX was under construction so he made it out with his friend John Kernahan in his late model Dodge Charger. No Dukes of Hazzard here. Also spectating were Gord Olmstead with a bone stock Butterscotch colored '70 240 California car. Original dust, dings and paint. What a sight! Chris Richardson also came out in his shocking blue 370Z.

In addition to the Zeds which ran, there was a parade of very fast vehicles. You could be forgiven for calling it "Heavy Metal Thunder," which considering the ominous weather, would have been more than appropriate. At one point I felt three rain drops. I was certain the day would be washed out. Still it did not rain. We later walked across to the road course and took in some motorcycle lapping action. I'm sure the riders must have thought that their horizon tilting party was very shortly coming

to a watery end, still no rain. In walking by the bike pits I overheard one rider telling another that "it never rains here." As it turns out, at least on this particular day, that would be a very accurate statement.

It never did rain. Though the dense cloud cover remained, and there was no sun in sight, the rain held off. Most incredibly as the track was winding down operations at 4pm the clouds began to part. The skies brightened and faster than I have ever seen previously, the sky turned blue and sunny in a matter of what seemed like 15 minutes. It was now a glorious hot and sunny summer day! Not a cloud in the sky. They must have evaporated as there was no trace of them ever having been there. We then set out following John Kernahan's Charger. Now I have to say, having always been a Charger lover, that there should have been some kind of legislation passed which would have barred Chrysler from using that legendary name on the most recent version of that car. *If *Steve McQueen were still around he would be royally pissed.* Fine vehicle it may be, but it is not a "Charger," at least not in the classic sense. Having said that, this Charger led the way along the winding roads down towards Port Dover.

At journey's end we all pulled in to the beachfront parking of Callahan's Beach House where we proceeded to have supper on a deck overlooking a sandy beach. The drive back home was uneventful but as I got closer to Toronto the skies got progressively darker and the further east I went, the wetter the roads got. Finally the clouds couldn't hold it any longer and they emptied their contents as I drove into Pickering under fog, cloud and rain. As I entered the house the images on the TV showed rain soaked downtown streets and rioting along with police and burning squad cars. It rained all day in Toronto and much of the surrounding GTA. Hell had found a place to spend the weekend. It would seem as though there was one high octane oasis, and I had found it - in of all places - Cayuga Ontario, home of Toronto Motorsports Park. Go figure.

**For all you young guys out there, look up Bullitt on the internet. It'll all make sense. Z*



2011 Swap Meet

hosted by Whitehead Performance

words Howie Yoshida photos Jason Okolisan

As is our custom, the kick-off event for the year was our annual swap meet at Whitehead Performance, hosted by Greg Whitehead. It was in April so unfortunately, we were rained on again, this time before we even had a chance to start the event. As a result, there were no vendors outside selling from their vehicles or whatever they towed with them. Despite the weather, we had a good turnout and there must have been about 50 to 60 people in and out during the course of the event. Greg had recently completed the finishing touches to the reception area and counter at the front of the office which showed quite nicely. Everyone was tucked

inside the shop, selling from their own table, really cosy like. This year, there were about nine guys with parts to peddle. Based on what some were carrying around and carting away with them, a good number of well-needed parts were found to allow work to continue on several car projects. For those that weren't there to buy parts, it was a welcome opportunity to renew acquaintances and to meet some new members. The regulars were selling there again, such as Rick Scott from Brantford Nissan, our Membership Director, Bob Chwalyk brought along some of his spare parts and Mike Hansen had already pulled out some parts, rims and tires from the

shop storage shelves to add to the sales efforts. At the OZC club table, a number of members took the opportunity to renew their memberships and we were pleased to have three new people sign on as members too. Thanks to Jason Okolisan, the swap meet was publicized in The Mississauga News which may have helped with attracting new blood. We sold some club wear clothing and by the way, Terry Weston, our Merchandise Director is looking into buying a new item with our club logo branded on it. The usual 50/50 draw tickets were being sold to add to the festivities. To warm things up and get the juices flowing, Greg



fired up his BBQ and with help from family and friends Jessica, Sean and Steve who served up burgers and sausages to feed the customers that morning. Just past noon hour, we held the 50/50 draw. The cash prize of \$52 was won by Bill Chan. Thanks again to Rick Scott of Brantford Nissan for donating a number of door prizes to add to the giveaways, including car care products and Nissan logo merchandise. Things got quiet quickly after the 50/50 draw and the event started to wrap up. It was over and all cleaned up by the early afternoon as the lousy weather didn't entice those there to hang around for any length of time. Ontario Z-Car would like to extend a big thank-you to Greg Whitehead and his staff (Mike, Tony and James) for providing his shop to hold our swap meet. It was much appreciated! Z



PHOTOS OPPOSITE PAGE: Bob Chwalyk with his spare 280ZX parts. Sean and Steve serve Laverne a tasty hot dog. JP and Enrique with the 50/50 winner Bill Chan. TOP LEFT: Enrique Preza and Rick Scott. Tony and Greg pose with one of their many engine builds - Quentin Yarie's Rb26 powered 240Z. ON THE COVER: James Jenkins, Mike Hansen, Tony Silvaggi and Greg Whitehead.



The advantages of using Synthetic Motor Oil

the benefits outweigh higher product cost

by David Whittaker, Wise Choice Synthetics

Hello hi-performance Z-Car oil enthusiasts, I was asked to write an article to discuss the advantages and benefits of Synthetic Motor Oil vs. Conventional Motor Oils.

The questions that one would commonly rationalize are **“How do you weigh higher product cost vs. performance vs. operational savings vs. environmental benefits?”** These are the decisions we face when considering synthetic lubricants as an option for our vehicles engines and drive trains.

Choosing a Synthetic Oil In many cases, the operational savings exceed the increased product cost, especially if one considers long term reliability with reduced maintenance costs. In many applications, 100% synthetics will perform a job the mineral oils couldn’t, usually because of severe operating temps.

Chemically Derived Synthetic Base Oils (Group IV Oils) are made from Synthetic Polymers and designed specifically from controlled building units to suit the lubrication application. This is a big plus vs. attempting to manufacture a mineral base oil from crude that comes from the earth’s surface with many different organic properties and consistencies.

Motor oils will perform quite differently under extremes or more properly defined under “Severe Driving Conditions.”

Under extreme driving conditions synthetic oils offer clearly superior motor oil protection and performance than that provided by mineral oil. Severe driving conditions aren’t confined to the racetrack. Day-to-day driving conditions with stop/start traffic, short trips and cold starts can also be severe conditions that push motor oils to their limits.

- Severe conditions include:
- Stop-and-go driving & towing
 - Short trips
 - High temperature conditions (especially modern turbo engines)
 - Cold start-ups
 - Competition Racing

There is a Clear Difference in Motor Oil Protection and Performance. Conventional (mineral) Motor Oils (Group I & Group II Oils) break down under extreme hot temperatures and form solids under extreme cold temperatures. Every 10 Deg F above 170 F reduces oil life by half for each 10 Deg F Increment.



David Whittaker with his 1973 Datsun 240Z. Certified MLA I - Machinery Lubrication Analyst

Hydro Processed (Hydro-Cracked) Motor Oils and Semi-Synthetics (Group II & Group III Oils) in many cases are labeled Synthetics actually do not have Synthetic components in the oil and vary depending on their composition, but generally still perform better than conventional (mineral) (Group I & and most Group II) formulas but not as well as full synthetic oils.

Fully Synthetic Motor Oils (PAO & Ester Base Stocks – Group IV) offer the maximum protection against engine wear under extreme hot and cold temperatures and in other severe service conditions, unmatched by conventional or Hydro Processed (Hydro-Cracked) Formulas.

Fully synthetic motor oils offer the BEST ENGINE PROTECTION and allow an engine to develop its maximum potential, leading to increased power and improved economy when compared to equivalent mineral oils.

I chose to let the Oil Analysis Sample Data

speak for itself by comparing 11 different vehicle engine oil applications running a variety of Group I, Group II, Group III and The Full Synthetic Group IV oils. I started last year asking for participants to take part in this Oil/Application Performance Test.

This is a simplified explanation to help understand and clarify the data from each sample:

UNIT Kms Column: Kms on the odometer or the engine of each vehicle at time of Sample. **LUBE Kms Column:** Kms on the oil in the engine at time of sample taking. **LUBE Manufacture:** Six Lube manufacturers represented in Performance Comparison Test. **LUBE Grade:** Ten different lube viscosity grades and product names represented. **ISO Codes:** The ISO 4406 (International Standards Organization) is used to Report The size and Number of Contamination Particles in Lubricating Oil in Parts/Milliliter. The standard utilizes a three number system to classify system cleanliness - example: 19/18/16. These three numbers represent a range of a number of particles found in an oil sample. It is a simplified way of referencing the particle count numbers, as you can see the quantity of particle counts can get to a very big number to work with as in Sample number 11. It is much easier to use number 24 from a range chart (Not Shown in this article) to represent 106,207, 4um sized particles. The only particle counts represented in the ISO three number code system (ie) 19/18/16 First number 19=4um, 18=6um, and 16=14um particle count number columns.

What does all this mean?
Particles in the 2um to 5 um cause wear. Particles in the 5um to 15 um cause a lot of

wear. Particles larger than 15 um can cause major or catastrophic wear. 19/18/16 is a Typical ISO code result as from the middle of the comparison chart.

Using a Group IV True Synthetic (PAO/Ester) Base Stock and a Beta Rated Nanofibre media oil filter will generate an ISO of typically 16/15/13 or lower running 5,000 to 7,500 kms on the oil. Lowering the ISO 19/18/16 to 16/15/13 will Double the Life of your engines. Each one number increase in ISO Range Code indicates double particle counts.

Rule of thumb for Increased Engine Life by controlling Wear Rates and Lowering Contamination Levels (ie) 19/18/16 ISO Range Codes: Lowering One ISO Range Number = 30% Engine Life Increase. Lowering Two Range Numbers = 60% Engine Life Increase. Lowering Three Range Numbers = Double Engine Life. Lowering Four Range Numbers = Triple Engine Life.

Sample Clarification:

- 1) 350Z Supercharged to 380 RWHP serviced at Nissan using (Group IV) AMSOIL HDD 5W-30 with Beta 75 15um Absolute Filter. Oil sample taken by service department at time of service for oil change.
- 2) 5.7L V8Hemi stock engine using AMSOIL (Group IV) XL 5W-20 and AMSOIL Beta Rated 75 15um Absolute Engine Filter.
- 3) VQ40DE V6 07 Frontier stock engine, DIY Sample only Taken by Yours Truly, using AMSOIL (Group IV) SSO 0W-30 Oil and EAO Absolute Filter not changed. As of writing, 26,000 Kms on oil and Filter.
- 4) 2.4L Z24 I4 stock engine. Interestingly... Walmart SuperTech oil (Group 1/Group II) and Nissan OEM filter and driven during month of September from Calgary to Las Vegas and back, (3,600 Kms on the trip and oil and filter) Oil sample taken at time of service for new oil and filter change after trip. ISO of 19/18/15 with mostly ideal trip driving conditions.

5) Subaru 2.5L I4 Turbo, This Mobil 1 (15Kmi) oil is a Group IV oil (Mobil 1’s Best) and ISO 18/17/14 is only slightly better than typical. Using a Beta rated filter would have lowered ISO Codes by one or two ISO codes in each category.

6) Tacoma 2.7L I4 stock engine. Serviced at Toyota with Mobil 1 Super 1000, a Group II Mineral oil, and Toyota OEM filter, ISO codes 19/18/16 are very typical for the general consumer service market.

7) VW Golf 2.0L I4 with 290,000 Kms on an original but with Top End Modifications to Motor with Chip and Cold Air Intake. ISO Codes in Typical range but with 24,251 Kms on oil. Sample came back commented with oil still good for continued use.

8) Grand Prix GT 3.8L running Mobil 1 High Mileage SynTech Formula. This is a Group III oil and OEM Oil Filter but ISO Codes are getting into a Major Wear scenario with around 12,000 Kms on the oil and filter. Sample flagged with severity levels on 21um & 38um particle counts.

9) 300ZX NA VG30DE running Royal Purple 10W-30 and Nissan OEM filter. This ISO is close to a Major Wear scenario, but unlike the previous samples has a Fuel dilution issue of 4.6% contributing to the High Wear and hence High ISO Count. This is one good reason to sample ones oil to catch any deficiencies that may exist in your engines operating systems. The deregulation of gasoline quality by API and EPA to meet emissions standards is creating higher maintenance requirements for consumer’s vehicles. It is becoming a must to routinely use gasoline detergent cleaners in ones maintenance program to prevent injector and emissions failures.

10) Sierra 5.3L V8 a popular oil, Castro GTX with a Purolator Filter. This sample came back with a 3.4% Fuel Dilution issue contributing to the 21/20/18 ISO Code Count. This is a Group I/Group II Oil. Without the

fuel issue, I would expect this sample would have been near 19/18/16 though running 6,826 Kms on this oil is pushing the 5,000 Km recommended Oil Change Interval.

11) 98 Caravan 3.3L running a Group I/Group II oil has pushed the bar beyond the life of this mineral oil. Time and Temperature has contributed to the continual oxidization and degradation of any lubrication qualities left in the oil. The particle count in the larger micron size range indicates the filter has plugged (Due to the Increased Oxidation by-products (Sludge) and is in a continual Bypass state. The 100 um particle is actually larger in diameter than some of the bearing clearances of this engine. Concluding and comparing the results of sample 1 and this sample 11 would indicate a 10 fold increase in the useful life of the engine on sample 1.

Thank you for the opportunity to contribute to ZEDLINE. This topic covering ISO Cleanliness Codes would be the most difficult topic for one to understand while discussing Lubrication degradation. I hope that I have brought to life the many differences in oil brands and performance qualities and thus the reason that oils break down and reduce the useful life of an engine and power train. Please email or call with any questions. **Z**

David Whittaker’s contact information is available on page 19 of Zedline.



OIL ANALYSIS ENGINE OIL SAMPLE INFORMATION									ISO CODE RANGE=R4/R6/R14 PARTICLE COUNT (Particle Size by um/ml of Oil)									
	COMPONENT ID	MODEL	REPORT ID	SAMPLE DATE	UNIT Kms	LUBE Kms	LUBE MFR	LUBE GRADE	ISO CODES	FILTER MFR	4um	6 um	10um	14um	21um	38um	70um	100um
1	04-Nissan 350Z - (SC) 379.1 RWHP	VQ35DE	E-065358	15-Sep-10	95,844	4,730	AMSOIL	(HDD) 5W-30	16/15/12	AMSOIL	413	224	83	12	1	0	0	0
2	10-Dodge Ram 1500	5.7L V8	E-070430	15-Nov-10	50,268	5,052	AMSOIL	(XLM) 5W-20	16/15/13	AMSOIL	516	281	104	47	16	2	0	0
3	07-Nissan Frontier	VQ40DE	E-080563	22-Jan-11	55,880	16, 258	AMSOIL	(SSO) 0W-30	17/16/13	AMSOIL	1,296	739	276	80	16	3	0	0
4	06-Subaru Legacy Turbo	2.5L I4	E-068171	10-Oct_10	120,583	6,135	MOBIL 1	(15,000 Mi) 5W-30	18/17/14	OEM	1,318	982	294	122	41	6	0	0
5	84-Nissan Kingcab	2.4L Z24	E-060885	01-Oct-10	85,000	3,600	WALMART	SPRTEK 10W-30	19/18/15	OEM	3,050	1,661	619	283	95	14	1	0
6	09-Toyota Tacoma	2.7L I4	E-061478	30-Sep-10	82,627	7,097	MOBIL 1	SUPER-1000 5W-20	19/18/16	OEM	3,522	1,918	715	326	110	17	1	0
7	97-VW Golf - Chip/Polished/Ported	2.0L I4	E-080564	18-Jan-11	290,600	24,251	AMSOIL	(AMO) 10W-40	19/18/16	AMSOIL	4,211	2,293	855	390	131	20	2	0
8	00-Grand Prix GT	3.8L V6	E-082504	05-Feb-11	248,500	11,982	MOBIL 1	(Hi-Mileage) 5W-30	21/20/17	OEM	10,376	5,652	2,108	962	324	50	5	1
9	95-300ZX NA	VG30DE	E-073262	29-Oct-10	70,507	6,657	ROY PURPLE	(SYN) 10W-30	21/20/17	OEM	13,161	7,169	2,674	1,221	412	63	6	1
10	06-GMC SIERRA 1500 PICK-UP	5.3LV8	E-080560	31-Jan-10	125,467	6,826	CASTROL	(GTX) 5W-30	21/20/18	PUROLATOR	14,204	7,737	2,886	1,318	444	68	7	1
11	98-Dodge Caravan	3.3L V6	E-073264	30-Nov-10	195,591	10,120	VALVOLNE	(PREM) 5W-30	24/23/20	NAPA	106,207	57,855	21,585	9,856	3,325	513	52	11

a tale of two Z cars

OZC founder Dieter Roth, *AKA The Z Master*, is back to retell his legendary story...

PART 2
OF 3

by Dieter Roth

1990. This was the year to remember. I actually don't know where to begin. Everything happened so fast that the order of my memory may be somewhat off. Suffice it to say that all these things did happen at one track or another.

I hate Shannonville with a passion. Murphy's Law lives at Shannonville. First race in the rain, first transmission transplant in the mud, first hood flying up in the warmup lap, first electrical fire, first time a race team looked like a bunch of idiots on national TV.

But there were some highlights at Shannonville. First time I have ever seen someone come from dead last, driving like a man possessed and winning the race on the last lap in the last straightaway.

First rain race: Firehawk 3 Hour Endurance on TSN. First lap the sky opened up. Ahmad comes into the pits and we make a good tire change. Off he goes... the radio comes on "Dieter something's wrong"... (into corner 4). "Dieter did you tighten all the wheel nuts?"... (into corner 5). "Dieter I'm coming in." The impact gun will not take the wheel nuts off. The TSN camera zooms in on the points leaders' car. One nut comes loose and then goes tight, another comes loose and then tight. Another the same until we turned all the nuts on both front wheels one quarter turn at a time and the wheels finally fall off. Longest pit stop in Firehawk history. Any of you figure out what happened?

Easy for me to tell you now. The wheel nuts were the shank style, they come in various shank lengths to accommodate different wheel thicknesses. If yours are too short, not a problem, but, if they are too long the shank

hits the wheel hub before it seats on the rim. The impact gun you are using drives it into the hub or in this case the brake rotor and expands it behind the wheel. So now we are all set to race with a wheel that was still loose and nuts that won't come off. Ahmad was not impressed. No, we did not win that race. Oh, and the pit stop was 22 minutes long and TSN gave up on us after a minute.

Next race at Shannonville (I hate that track), we are on the pole. Pace lap, pace car goes into corner 3, Ahmad's hood flies up and he's driving blind. He pulls off the track, jumps out of the car and wrestles the hood back down while the rest of the field drives by. He gets back in the car drives across the field and jumps back into pole position just as the field reaches him. Cheeky! There is a quick discussion by the Firehawk officials and a complete restart is ordered with Ahmad in the caboose. Those guys have no sense of humor. But that decision gave Ahmad the most glorious victory of his career.

Third race at Shannonville - did I ever tell you how much I hate this track? It's raining, what else. Saturday practice ends with 2 gears. I drive back to Oshawa and pick up the spare transmission. The pits are the pits, potato country and I'm changing the tranny on my back feeling like porky pig in his favourite mud hole. Race day, it's raining, what else. We are leading the race, the car slows down on the back straight, then speeds up, then down again and up again, then down... Then it stops "Dieter, the car is on fire!"

The car starts again and heads for the pits. Every time I turn on the main exterior safety switch the smoke starts to pour. "Ah-

mad, turn everything off!" Done. Main power on, no smoke. "Ahmad turn everything on one at a time." Fuel pumps, OK. Ignition, OK. Starter, OK. Wipers, they go up TZZZT, they go down, they go up TZZZT they go down. Smoke. *Do not mount your main kill switch just below the windshield without checking the clearance between the internal wiper mechanism and the wires to the switch. The linkage will eventually wear through the insulation.* Hence the slow-fast, slow-fast on the back straight.

Now if you think Ahmad had all the problems, not so. **6 Hour Sundown Endurance Race at Mosport.** We are leading overall. Night falls and Greg Whitehead takes his second shift behind the wheel. We mount the roof lights, yes Virginia the roof lights! Another brilliant (hick) idea by yours truly. The regular headlights were aimed for cornering. *We had the best night vision of all the cars.*

25 minutes to go in the race, we are leading by laps over the rest of the field. "I've hit the wall in corner 9, I'm coming in." I look down pit lane into corner 10 and in the night I see a rooster tail of sparks 20 feet into the air. Greg comes sliding to a stop on front brakes only, as we are missing the right rear wheel and entire brake calliper assembly. The first question was, how do we finish the race to collect as many points as we could?

Somebody reads the rules and they state, "The car must cross the finish line under it's own power." Damn, pushing is out of the question. Greg is standing there with a grin on his face saying "I drove in here didn't I, it's got a locked differential, it still drives with one back wheel." I grab a jack and slide it under what's left of the right rear suspension



“there were some *highlights* at Shannonville. First time I have ever seen someone *come from dead last*, driving like a man possessed and *winning the race*”

ABOVE: Dieter Roth poses with Edmarc Arendoque's 370Z outside of Route 66, the venue for the monthly OZC Eastern Chapter meetings. RIGHT: Dieter is joined by a few of the original OZC members; Bill Husar, Dave Buttle, Scott Taras and JP Matte.



and lift it up off the ground. Greg jumps in the car and waits for the checker flag then drives it across the finish line beating several cars for position as we had lapped them many times during the race. Cheeky, eh?

By the way the roof lights were banned the following year. Ahmad did mention during the race that there were some crazy drivers out there. He could see them driving with one hand on the wheel and the other on the rear view mirror as he passed them. I wonder why?

This particular year our re-fueling methods were via plastic gas cans. **Mosport, 3 Hour Endurance Race** - half way thru the race we are leading of course, after all we are driving a Z. Over the P.A. I hear, "and the #11 machine of Ahmad Khodkar has come to a stop on the back straight. Damn, he's run out of gas." I grab one of the fuel cans, run to the

pits, jump into my van (400 c.u. inch V8 cam, headers, Holley 4bb) and head for the back straight. Have you ever tried to get to the back straight at Mosport from the inside of the track? Never mind which section. I have never sweated that much in my life, trying to find Ahmad, running through mosquito infested woods carrying a 50 pound fuel can.

We find him... now he can't get assistance from us on the track so we put the fuel on the guardrail post and he is on his own.

"Dieter... why did you bring fuel, I have no gears left, I shifted from 4th to 5th, but there was no 5th and I couldn't get back into any other gear." I am now thinking, you mean I ran all the way... never mind. I am standing in the forest just past turn 6, getting eaten alive by a very happy insect population whilst sweating out of every pore of my body, trying to figure out what to do.

"Ahmad, try the gears again, they all went one at a time." We find a gear. "Ahmand, use the gear, rev it up and drop the clutch." (it happened to be third gear). Much revving and slipping of a triple plate racing clutch later (try that some time), we are back in the race. It turned out to be a heat problem. The synchro rings would expand so much from the heat of racing that they would actually prevent the gears from engaging.

As Ahmad was sitting there waiting for his lost pit crew, the gear box cooled off enough to allow him to find a gear. That was the week we decided that this car needs full tilt Nissan competition racing transmission. After that, no more problems.

Part two of three, to be continued... Z



The oversized roof lights gave Ahmad a great advantage during night racing

Not bad for the second season!



Greg Whitehead at LeCircuit

Team Ahmad in the blue 240Z had a winning year in 1990

39 years and counting...
Original 240Z owner
get's ready to
embark on
the road trip
of a lifetime!

by Eric Zondervan

My wife Jane and I graduated from the University of Saskatchewan in 1972. The university Credit Union was promoting loans to new graduates, so we borrowed \$5000.00 and went shopping. At the time we were driving a much modified '63 Chevy II two door, so a logical stop was the Chevy dealer where we looked at SS Novas and Corvettes.

In February of 1970, I had seen a 240Z at a car show in Saskatoon and was really impressed, but sort of forgot about it. Then in the Summer of 1971, I worked with a fellow from Toronto who brought his Alfa Romeo GT Veloce to Saskatchewan for the Summer. After driving it a lot that Summer, I was converted from American muscle cars.

From the Chevy dealer I went to the Mazda store, but nothing there really impressed me, so I kept going East on 8th street to Banner Motors, where they sold Volvo, Mercedes and Datsun. We started out sensible, looking at 1200's and 510's, but on a whim asked if we could test drive the only 240 I had seen outside of the car show. The salesman, Vince Canfield, wouldn't let me drive it, but he took me for the ride of a lifetime and that was it, I bought it on the spot.

I didn't get to drive it a lot the first Summer because I got a job in Toronto, so I moved here and Jane got to drive it that Summer. In the Fall she flew down here and



Eric and Jane's 240Z at their home in Saskatoon, Saskatchewan 1972.



my Mother and Aunt drove the car down in the Fall. I still didn't get to drive it a lot as I had a company truck and Jane drove it most of the time. As the years went by I did get to drive it a lot more, taking holidays to PEI, Tulsa Oklahoma and Florida, as well as many local weekend jaunts.

The car was driven daily, year round, and for awhile was used to haul building materials for our fledgling renovation company until I bought a dilapidated '52 Dodge three ton truck and restored it. (That's another whole story of engine swaps, cab changes and more).

The car lasted until the Winter of '84, when on Christmas day the cross member pulled away from the sub frame and let the engine drag on the road. It made it the few blocks to a body shop which I had half owned at one time. While the car was at that shop it went through a change of ownership and a bankruptcy. Fortunately the car was buried in a back corner and was missed by the receiver when all the work in progress was seized. After more than three years at that shop it was finally finished. By then we had children, a new business, then a cottage and many other interests. The car was shuffled around from one friends garage to another and finally ended up in an open carport at the cottage. In 2003 my Son was getting anxious to drive the Z so after 12 years sitting in the car port we fired it up and he pulled it out. This is when we discovered the whole

underside of the car had rotted away.

There is another whole story of mechanical and full body restorations (three of them), but suffice to say that I noticed a listing of car clubs in the Wheels section of the Toronto Star and decided to check out Ontario Z Car. The first meeting I went to was hosted by Steve's Tire. I liked what I saw and joined the club. Should have done it sooner and saved a lot of time and money finding parts and learning things the hard way.

One of the best things about joining the club is the tours and road trips. I especially enjoy the long trips. I have attended the past four Z Con's. Syracuse, Cleveland, San Antonio and Nashville. San Antonio was the best, probably because it involved the farthest drive. These long drives and the fun I had meeting people got me thinking about doing a much longer tour. I got warmed up last Summer by taking my Mom on a 7,200 km trip to Newfoundland (in the G35) That went so well, I got the idea of doing it again with my best buddy from high school who retires this Summer. He has never been to the East Coast, so plans were started for Targa, Newfoundland. But of course we can't miss the All Japanese Weekend July 8 in Rochester, and while we're in New York State we may as well go to NYC and hit the Eastern Seaboard on our way to Savannah for ZCon 2011!

Now we can't miss the 100th birthday of our hometown, Grenfell, Saskatchewan and a big family reunion August long weekend

Vital Stats:

Member:
Eric Zondervan

Occupation:
Construction Contractor,
self-employed

Residence:
Toronto and Orillia

Cars:
1972 Datsun 240Z
2007 Infiniti G35S Sedan

TOP RIGHT: Eric and Jane Zondervan. The Zondervan's friends Sherry & Terry Thomlinson. Spring 2003, Eric's son Ian fires up the Z after 12 years of inactivity.

in Saskatoon. So, we have to boot it from Savannah to Saskatoon in four days... taking in The Tail of the Dragon (of course). After the reunion, my Christmas present to my Mom is to take her as far North as the roads are decent in Saskatchewan.

My buddy (Terry) has never seen Northern Ontario, so it only makes sense to drive that route from Saskatoon to make it back here for Z Fest and my wedding anniversary with Jane. Terry's wife Sherry will fly down for a week to join us, then she flies home (Vernon BC) while Terry and I drive east. We haven't decided if we will stay with the Z or switch to the G35. We will hit some highlights in Montreal and Quebec City, then on to the Cabot Trail and eventually join up with the Targa gang - not to participate in the rally, but to watch and partake in the partying at night. We have to be home by September 24 for Terry to catch his flight



ABOVE: Eric with Brian Gracie, both won best in class at Z Con 2009 in San Antonio. BELOW: Eric and his mom Ella on their East Coast trip, 2010.

home and for me to get back to work and pay off the Visa bill!

For a complete itinerary and mapping, go to my post on the ontariozcar.com forum. Just type "lifetime" in the search window of the forums and this is the first one to come up. If anyone wants to join us for parts of the trip, please do. We will post pictures and progress as we travel! Z

Eric Zondervan is the OZC Website Administrator. His contact info is available on page 4 of Zedline under the Executive Committee list.



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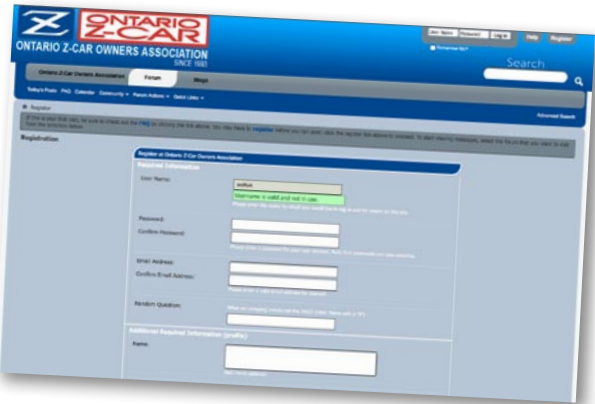
sign up and join in the forum...

by Eric Zondervan, Website Administrator

Many of our club members, and a whole lot of non members have figured out how to join the forums. This article is for those who haven't yet made the plunge. You may browse the forums without joining, but you must be a member to post. You also get access to many more features of the forums by signing up. Now sit down in front of your computer with this article in front of you and give it a try!

1. Go to www.ontariozcar.com
2. Click "register" in the top right corner.
3. Fill out the form which appears. Case Sensitive means it matters whether you use capitals or not. Under required information, it would be nice if you used your real name so we know who you are, but not necessary if you are feeling shy. You do have to fill all the fields or you will be bounced back to the beginning. Be sure to check the box at the bottom - I have read, and agree to abide by the Ontario Z-Car Owners Association rules.
4. Once you have filled out the form prop-

- erly, you will get this message: "Thank you for registering, zest. An email has been dispatched to -----@-----.com with details on how to activate your account." Click here to return to where you were previously. You will receive an email in your inbox. You MUST follow the link in that email before you can post on these forums. Until you do that, you will be told that you do not have permission to post.
5. You will be able to log on with your new user name and password, but you will see this dialogue in a box in the bottom left corner. "You may not post new threads You may not post replies You may not post attachments You may not edit your posts"
 6. You may have to wait a few minutes to get the email. When you do, the first link will look like this <http://www.ontariozcar.com/forum/register.php?a=act&u=545&i=a40dcc3ed396f3aaa90fd04c1c8fad0fb19ae274>
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- dow on your web browser. You will get the following message: "Thank you, zest. Your registration is now complete." You may now proceed to edit your Profile in order to fill in additional personal details about yourself, or you could modify your Options to customize your browsing experience for this site. If you would rather do these things later, you can do so by following the links around the site to your User Control Panel. Alternatively, you can simply go back to the Forums and start posting in threads.
8. Now the box at the bottom left will look like this: "You may post new threads You may post replies You may post attachments You may edit your posts"
 9. Now that you are registered, we encourage you to post some photos. Rather

than list all the steps here, try the search function, a very handy gadget for finding information. Type in "preview" for example and you will get an thread I posted explaining how to post pictures. Just for kicks, try searching the word "procedure". You will see three threads come up. That is because the word procedure appears in each of those threads. You will also notice that mine is highlighted and says "sticky" on it. "sticky" means that one of us administrators has deemed the article significant and have made it "stick" at the top of the forum. For example, there are two threads "stuck" at the top of the Buy and Sell Forum. After that, the threads are listed chronologically. You can see how popular a thread is by the numbers in the box beside the heading - Replies: 22 Views: 784

10. Lets assume you are looking for information on exhaust systems. Type "exhaust" you will get three pages of threads, the most popular having Replies: 45 Views: 3,271.
11. By going to "advanced search" you can have even more fun. For example type "exhaust" in the keyword field and "zedfoot" in the user name field and you will narrow the results down to two threads.

Next issue I will cover the little box on the left.
» Site Navigation » Ontario Z-Car Owners Association » 2011 Events » History » Meetings » Zedline » Membership » Contact Us » Sponsors/Links » Z Spotter Cards » FEATURES » Photo Album » Friends & Contacts » Groups » FORUMS » Forum Page » Buy & Sell



ABOVE: The new look Zedline Newsletter was handed out to members present at the March 2 Eastern Meeting at Route 66. INSET: The tour planning sub-committee reviews maps of Ontario to plan this year's tours. The tour schedule is outlined on page 6 of Zedline.



Join us at our regular monthly meetings

Eastern meetings are held the first Wednesday of the month starting at 7:30pm. Route 66 Sports Bar & Grill, 416-755-7869, located in the Eglinton Square Shopping Centre at Victoria Park and Eglinton.

Western meetings are held the second Wednesday of the month starting at 7:30pm, alternating between Cambridge and Woodstock. Check the events calendar of page 6 for location dates. CAMBRIDGE: Ernie's Roadhouse, 519-658-9562. From Hwy 401, exit at Hwy 24 North, a short distance will take you to the Queen Street exit on your right, take it and go up 3 lights, Ernie's is on the left at the corner of Queen and Guelph. WOODSTOCK: East Side Mario's, 519-537-6100. 555 Norwich Ave. (Hwy 59) just north of the 401.

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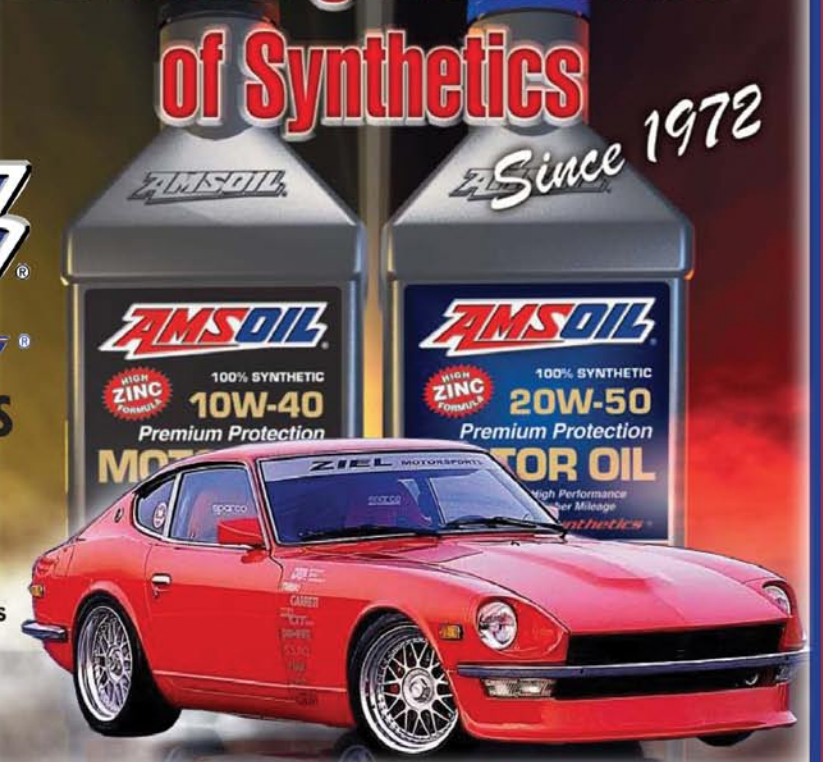
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