

# ZEDLINE



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

## Z-FEST 2011 what an event!

a bi-monthly publication of



ONTARIO Z-CAR OWNERS ASSOCIATION

September/October 2011

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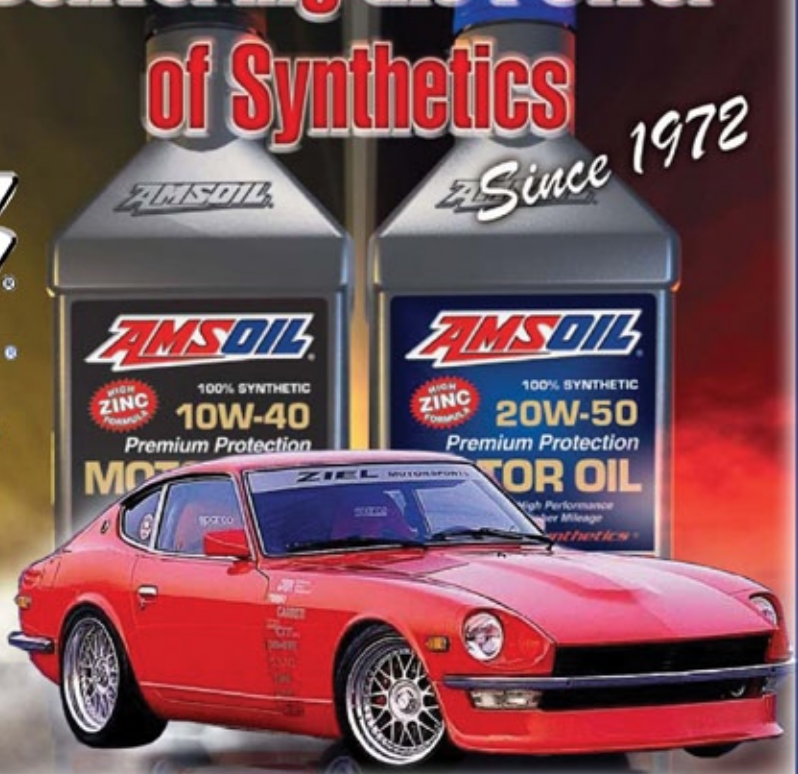
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# The Lost Summer

Pretty dramatic title, eh? No, I know exactly where the Summer is and where it's going, but it sure moves fast doesn't it? It has been a

bit of a strange Summer for me as apart from doing some furious rear wing development work on the car in the early Spring, the car has been in the bodyshop since late May. Like I have been quick to say on many occasions, the Z has never gotten better mileage than it has these past many months. I'm not really broken up about my current state of Zedlessness. True it would have been nice to have it for the Drag Event or some of the many tours held to date or the great Rochester All Import Car Show or the excellent Savannah Georgia Z Convention. There's a bit of a melancholy twinge about missing out on some of this action, but with all of the new found free time, I did manage to re-finish both the front and backyard decks in June and early July.

It was also the second year my Z was absent from Z-Fest. I am beginning to feel as though some suspect that I may no longer have my 240. Rest assured, though it is in a disassembled state and undergoing intensive re-constructive surgery, my Wide 71 will ride again. As stated earlier, the Z did not make the trip to Savannah Georgia a few weeks back, but my civilian vehicle, my 2003 MaZda Protege 5, gamely stepped in and did a great job of getting Pat and I there and back in comfort.

Invariably when people heard that I was going to Savannah, they would all say, "boy is it ever going to be hot there". And you know what? They were right. However what they didn't know was that the very same afternoon of the Saturday that we left, a heat wave would settle in to the GTA for the entire week. The irony of it was that on the Thursday and Friday of the convention week, it was actually hotter in Toronto than it was in Savannah. To say that we escaped to Savannah to cool off would have been a bit of an exaggeration, but it's not far from the truth.

Despite the heat, it was a great week in Savannah whose riverside downtown was compared to New Orleans by some who had been to both cities. The Coastal Z Car Club of Savannah had us all staying at the Savannah Harbour Westin Resort Hotel which was located on Hutchinson Island, directly across from Savannah's downtown core. It is separated by a Seaway where ocean freighters, only a stone's throw away, would

creep through at all hours, enormous engines rumbling below the water's surface. Eight minute ferry rides were provided to and from downtown Savannah every 30 minutes. We enjoyed a delicious Southern buffet lunch at the famous Paula Deen's Lady and Son's restaurant. We were also treated to free hors d'oeuvres and discounted beer at the local Ruth's Chris Steak House. From there our intrepid group of Canadians, six out of the nine who were in attendance this year, set off to Churchill's British Pub for some exquisite rooftop dining. By the way, this is not something you want to try at noon down there.

On the second day there, I went looking for the racetrack in my MaZda as I knew it was nearby. I didn't realize how near until I noticed that there was Armco on either side of the road and the corners had those distinctive Red and White rub strips... we were on the track! This was just an eighth mile from the hotel! So I got in a quick lap MaZda style and crept off to the hotel. A few days later I got a couple more "unofficial" laps in.

The Texas club hosted a modified Chili party. This year, due to the heat, they hosted a Texas "Chilly" Party and served Ice Cream instead of the usual Chili. And for those brave enough, Ice Cream with Hot Peppers. Eric Zondervan, never one to back away from a challenge gave it a go and survived.

The judged car show was held in the cavernous and thankfully air conditioned Convention Center next door to the hotel. Eric Zondervan won his class and our resident Z genius, Laverne Burkhart, assisted with the judging. Later that same evening the closing banquet and awards ceremony was held for 320 Z-Car nuts, spouses and friends, and once again a video link was set up with the ever spry Mr. K, live from Tokyo.

Pat and I later retired to our rooms and got a good night's sleep and bombed it back to Pickering, Ontario the following day in an 18.5 hour drive-a-thon. There were no issues on the road other than a lost 75 minutes due to a huge traffic back up on the highway going through Virginia. Next year's convention is in Phoenix, Arizona. Now that's an epic drive. 2013 is in Nashua, New Hampshire, "only" 10.5 hours away! The jury is still out on Phoenix.

Z-Fest was an amazing event this year and I'll share my thoughts on this incredible day within the feature story in this issue of Zedline.

JP Matte, President  
Ontario Z-Car Owners Association



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**What a great Summer!** We had spectacular weather and none of our events were spoiled by rain. With so much to do on the OZC calendar, it was a great time to get out and enjoy cruising in our Zeds. Driving tours, car shows and drag events were all part of the season. Capping it all off was OZC's annual marquee event: Z-Fest, held once again at Brantford Nissan.

Z-Fest photos and highlights are the feature story in this issue of *Zedline* with reports from JP Matte and Howie Yoshida plus four pages of photos starting on page 12. As a special bonus, this issue of *Zedline* has been printed in full colour as a commemorative keepsake to celebrate the high point of our driving season.

This issue of *Zedline* will also cover the Rochester Z Car Club's All Import Car Show

# The glory dayz of Summer

weekend which was very well attended by OZC. The Rochester guys reciprocated by coming out in good numbers to our Z-Fest. We also had a great turn-out for the Tobacco Roads Tour through Tillsonburg and Port Stanley which was organized by Brian Gracie and Ed Muth. Further event coverage is provided by JP who reports on the first Drag Event of the year held at St. Thomas Motorsports Park.

*Member Profile* takes a look at the life of Z Tours mastermind Erle Strauss. Erle discusses his passion for sports cars and the trials and tribulations that he's experienced with the three Z-cars that he has owned. Erle also has an interesting life story to share which I'm sure you'll find inspiring.

In this issue of *Zedline* I'm introducing a new feature called *Modified* where members can show-off the various projects, improvements and modifications they've done to their Zeds. I'm setting the stage with the first instalment of *Modified* by showing what I've done in the first three years of owning my 300ZX. In particular, I'll talk about my recent suspension and stereo upgrades. To accompany my article, Vuk Zivic from AMS answers commonly asked questions about

aftermarket suspension upgrades.

Terry Weston also contributes with *Expert Advice* on things you need to know and consider when deciding to customize your Zed... and I don't know anyone who's done more custom work than Terry!

In his regular column *Web Talk*, Website Administrator Eric Zondervan gives us an update on how life on the road is treating him and how he's staying in touch through the ontariozcar.com forum.

That sums up this issue of *Zedline*. I've put a lot of time and effort into this issue so please give it a good read. Also, check out the ads and call on our advertisers if you need the type of services they offer.

The driving season isn't over yet and there's still a lot to look forward to in the Fall. We have two more tours coming up, another drag event plus our regular meetings. The events calendar on page 18 has all the important dates for OZC. Until next time, happy Zedding and I'll see you on the road!

Jason Okolisan, Zedline Newsletter Editor

## Contents Sept/Oct 2011

- 6 EVENTS** Rochester weekend, Tobacco Roads Tour and Drag Event results
- 10 MEMBER PROFILE** sports car enthusiast lives to drive, the story of Erle Strauss
- 12 COVER STORY** Z-Fest 2011, photos and highlights by JP Matte and Howie Yoshida
- 16 MODIFIED** 300ZX evolution from stock to modified, by Jason Okolisan and Vuk Zivic
- 19 EXPERT ADVICE** what you need to know when customizing a Zed, by Terry Weston
- 20 WEB TALK** keeping in touch while on the road via the OZC website, by Eric Zondervan

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Edmarc Arendoque,  
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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:

**Michael Bonga, Reed Chatterson, Rajinda Gunasena, Yoichi Kariya,  
Ronald Lane, John Pelerine, John Rebelo, Rick Rowe**

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."







Eric Zondervan, Terry Thomlinson and Bill Husar



ZCCR guys &amp; gals

by Jason Okolis

The Z Car Club of Rochester's All Import Car Show Weekend was definitely the highlight of my summer! My wife Joanna and I had a great time in Rochester - they're a great bunch of guys who made us feel very welcome. After a four hour drive from Mississauga, we arrived at the host hotel - The Holiday Inn Express in Webster, Friday afternoon and joined the group who were lounging in the courtyard. The Friday night reception was a casual meet and greet with dinner and refreshments provided by ZCCR.

Saturday was perfect weather for the car show with a blue sky, comfortable temperature, a calm breeze and no threat of rain. Big turn out from OZC with 20 cars at the show, six of which won trophies!

Myself, Brian Gracie, Erle Strauss, Bob Chwalyk and Enrique Preza won in our respective classes and Terry Weston received a special award for best engine. We then returned to The Holiday Inn for the Saturday night banquet where OZC received special recognition for our attendance numbers. ZCCR gave us a trophy at Z-Fest for best club participation!

Most OZC members went to the Watkins Glen International Raceway on Sunday to run laps on the track. A convoy of 30 Z cars left the Holiday Inn at 8:30am to enjoy a scenic cruise along New York State's Finger Lakes on-route to Watkins Glen. What an exhilarating way to end a wonderful weekend of cars and camaraderie. If you missed going to ZCCR's AICS this year, mark your calendars for July



OZC at the Friday night kick-off party





13-15, 2012 and I'll see you in Rochester, New York.

*by John Taddonio, President, ZCCR*

Our fourth annual All Import Car Show Weekend was a resounding success! I am pleased that the proceeds of the weekend event allowed us to donate \$2,500 each to the Transplant Awareness Organization and UNYFEAT (Upstate New York Families for Effective Autism Treatment). Through the hard work of our Board of Directors and volunteers as well as the generosity of our participants, these two fine local charities will benefit. A big thank you to all that helped with the event. Also, thank you to our participants not only from the local area, but to our friends from Canada, Connecticut, Arizona and more!



**FROM THE TOP: A perfect day for the AICS at the Elks Lodge facility. ZCCR VP Mike Noonan was emcee at the Saturday night reception. OZC members keep cool. The AMS crew. OZC cars at the Holiday Inn Express.**



Row of 280ZX's



Terry Weston (centre) won best engine for his 350Z







*by Brian Gracie*

As Saturday morning arrived I did a final check that everything was ready. I parked my cars in our old kiln yard so pictures would have an old style tobacco kiln in the background. As the first of the cars arrived I was there to greet and talk cars and the tour, and watched as the cars just kept coming. We had expected 14 but as car number 23 pulled in we were ecstatic with the turn-out. Driving sheets and maps were handed out and we were ready to roll.

The route weaved through the back roads of Norfolk and Elgin counties with a pull over to show everyone tobacco being harvested the modern way. The first planned stop was in Port Burwell for a photo shoot near the beach. We were then on-route to stop number two, passing a windmill farm and running into a down pour (no cars shrunk in the rain). The rain was stopping as we pulled into Rush Creek Wines and the only thing I saw flowing were the wine bottles coming out of the store. We were back on the road for a scenic drive to The Warf in Port Stanley and a well deserved lunch.

As we pulled in to my amazement we had a whole row open in the parking lot to line up most of the cars, what a sight. After a great lunch with a scenic harbour view and of course some car talk we were on the road again.

Now over to Sparta where we did not lose one car to the call of the dragstrip (well done guys) though the same can not be said for the antique shops of Sparta. All re-assembled at the Quai Du Vin Winery where more bottles were seen leaving the building. It should be noted that Roy stayed out of the wineries do to lack of self control.

On the road again, passing through towns like Alymer and villages like Eden we made our way to the farm of Ed and Marian Muth for a well cooked BBQ (thanks Arnie Guzyk) and the group got to google over Ed's toy collection.

Well feed and well travelled the day came to a great end with only one group needing to open their maps, too bad Erle and Tom. A great thanks to everyone who attended. What a day!

*by Ed Muth*

It was a pleasure to co-host the Tobacco Road tour with Brian and Karen Gracie. During the wrap-up barbeque at our farm in Courtland, Marian and I gave a short tour of some of our vintage cars and old farm buildings. A good time was had by all. Special thanks to everyone who attended, especially those who came from as far away as the GTA. Also thanks to those who pitched in (Peter and Arnie) at the barbecue and the girls; Marian and Karen for their wonderful hospitality.

**FROM THE TOP:**

The Gracie Farm in Tillsonburg.  
Port Burwell Beach.  
Lunch at The Warf in Port Stanley.  
Barbeque at the Muth farm in Courtland.  
INSET: Tobacco irrigation.



# DRAG EVENT #1

*weather can be a "drag"*

by Jean-Pierre (JP) Matte

Saturday, June 25th. It was a cold and rainy day. Well actually, it was that and about four other types of weather. As a passenger in Nigel White's Honda Accord driving out to the St. Thomas Motorsports Park dragstrip facility located on the outer edges of the vast metropolis of Sparta, we drove through cloudy, sunny, mixed cloud and sun and grey rainy weather. I had banked on the local Toronto area forecast of 19 degrees with sun and cloud and dressed in shorts and a t-shirt. Big mistake, the reality was more like 15 degrees, clouds, no sun, imminent sprinkles and a steady breeze. Ideal conditions for hypothermia. The unavailability of "track nachos" only made things worse.

Yet again the drag event was confronted with dubious weather at best. Plenty of reason to doubt that the track would be open for any kind of drag racing activity at all. Judging from the lack of turnout of other types of vehicles, I was not too far off in my assessment. There was sparse attendance. On the Z side of things, the news got even worse. Nigel White was Zedless, as was I because both of our cars were in the shop. Nigel has since gotten his back but mine is still under the knife at the bodyshop. Jim Maw's 300ZX was also in the shop and wouldn't be "lighting them up" that day either.

Drag veteran Stephen Novak was there with his modified 370 and was hoping to get lower into the 12's. Jim's friend John Kernaghan was there with his turbo Mazda Miata. Mark Attridge brought out his 300ZXTT and Dan lafrate brought his '99 R6 Yamaha bike. Newcomer Lance Kool was there with his 350 doing his first passes ever at a dragstrip. An added



**Nigel White's Honda Accord takes on Steve Novak's Nissan 370Z**

bonus that day was that there was some interesting hardware flying overhead. Fortunately the flying hardware was in the form of airplanes from a nearby airshow and nothing coming off the vehicles going down the track.

In a nutshell, here's how the track activities went: Nigel ran his Accord (14.6), got a lot of tirespin and didn't break anything plus got digital footage of it all. Mark's 300TT (13.49) made many passes and also remained intact despite not boasting any career best times. Steve Novak threw all kinds of technology at his 370 (12.67), ran lightweight front "skinnies," removed the passenger seat, and was still not able to nail down the time he was looking for. Lance Kool did his first runs ever in his 350 (14.5), cut a decent light and put up some respectable numbers. Dan lafrate fearlessly launched his Yamaha (11.37) many times over and put up some low 11 times, but still has nowhere to stow the groceries. John's turbo Miata (15.3) was putting up decent times until he lost his clutch as the slave cylinder had loosened up and was spewing

hydraulic fluid everywhere. At least the engine bay of John's Miata won't be rusting any time soon. I stood and shivered while all of this was taking place. People told me that I looked good in blue.


All's well that ends well. We wrapped early at about 2:45pm as the final wave of coming dark clouds virtually guaranteed a downpour. You could feel it in the air. We lost a few people due to prior commitments but the remaining gang and I headed off for an early supper at GT's on the Beach. The beach crowd wasn't deterred by the weather as there was a large number of them dining on the beach decks and playing overcast beach volleyball. In a repeat of last year's first drag event, the clouds parted shortly after 4pm and revealed a beautiful sunny Summer day. John and Jim were able to resuscitate the Miata and later joined us at GT's. The clouds rolled back in after we finished eating.

Ultimately it was the best of timing and it was the worst of timing, at least for the track portion of the day. On the way home Nigel and I passed by the airport where the airshow had taken place. There was still some interesting machinery on the tarmac. We then helped ourselves to a bit of a static airshow before heading back towards home.

Under less than ideal conditions we all enjoyed some great camaraderie, the kind of camaraderie which is only enhanced by lousy weather. Now we are all looking forward to the second drag event on Saturday, September 24. Don't let the weather push you around and come join us - to either watch or participate. After all, misery loves company. **Z**



Lance Kool's 350Z




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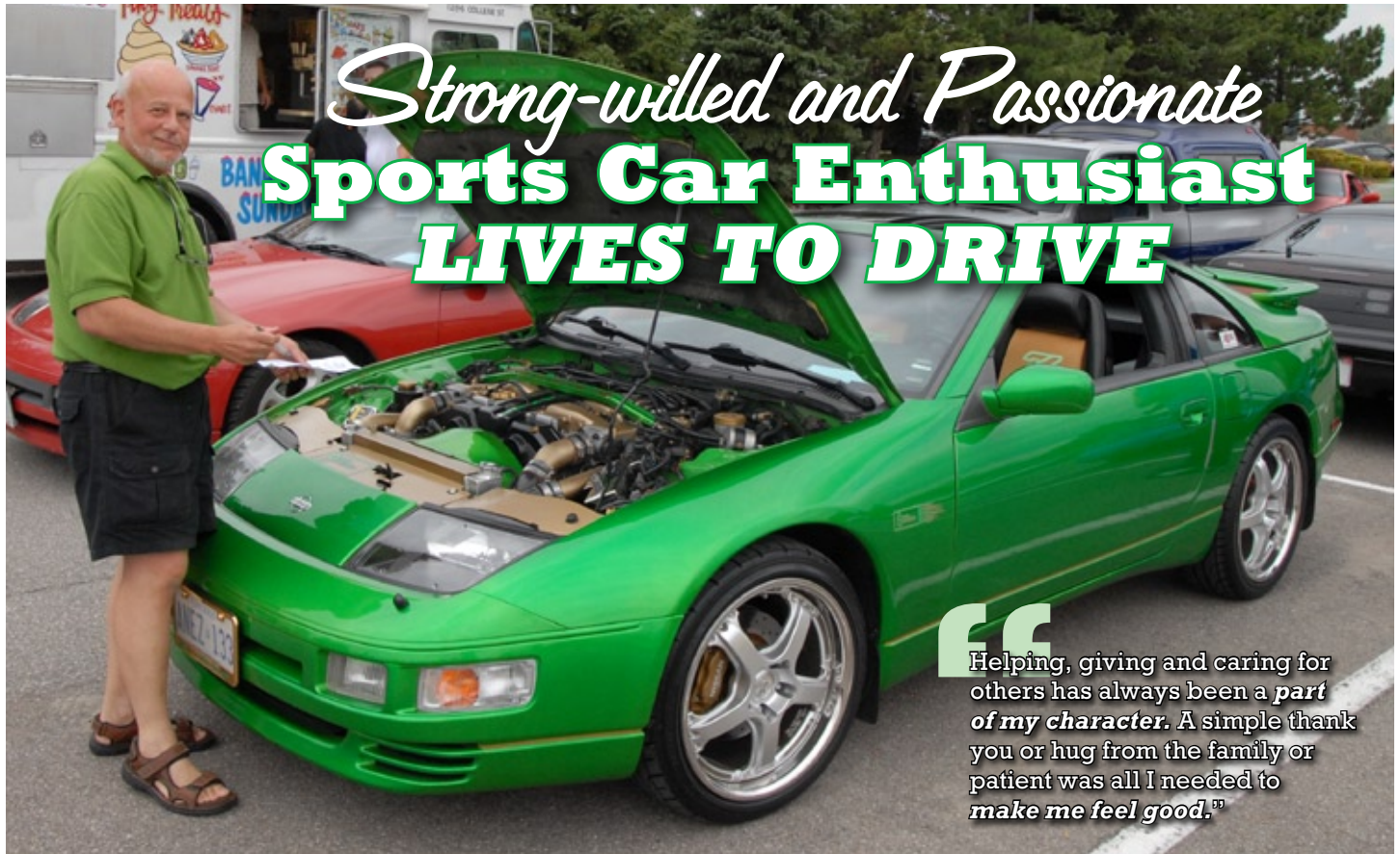
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“Helping, giving and caring for others has always been a **part of my character**. A simple thank you or hug from the family or patient was all I needed to **make me feel good.**”

by Erle Strauss

In my twenties, I used to help my older brother build sports cars. They were British cars like MGAs, MGBs, Jaguars, Austin Healeys and Triumphs. I loved working on older cars because they were easy to repair with simple electronics. I also owned a 1967 Sunbeam Tiger Mk II (a Carol Shelby creation), a 240Z and a 280ZX. I always enjoyed the speed and handling of sports cars. My early experiences with Datsun cars was bad. Rust was a big problem with metal from Japan. My new 1979 280ZX developed rust in both front wheel wells after the first year. Datsun did not stand behind their product, especially for rust so after this I swore I would never buy another Datsun.

In 1974 at the age of 25, I graduated from the University of Toronto with a degree in dentistry. At the end of my first year, I married my wife of now 40 years (Vicki) who would always be part of my sports car world. We went on driving trips before having children. I did well in school and was very fortunate to start my working career at Sick Kids Hospital in Toronto. My medical and dental experience at Sick Kids opened my eyes to real tragic events happening to children and families that most people could never imagine. Helping, giving and caring for others has always been a part of my character. A simple “thank you” or hug from the family or patient was all I needed

to make me feel good. This motivated me to help others as a health care provider.

Everything in life was going great and I was always a healthy and active person. The turning point for me came in 1995 when I was 47 - I was diagnosed with stage four Lymphoma Cancer and the prognosis was poor. My oncologist at Sunnybrook Hospital said there was a very good chance of me dying!

After one month of treatment, my shock wore off and I decided to confront my oncologist. I told him that he had no right to tell me that I was probably going to die. If he was going to continue treating me then both he and I would make decisions regarding my future. He agreed and always gave me honesty about not knowing everything about my disease. His name is Neil Berinstein. He is a research oncologist and I was the first human cancer experiment in his cancer research program called Advanced Therapeutics. I always asked him what he needed for his research and the answer was always money. I gave him monthly donations to show that I cared and maybe by helping others, I would also benefit.

Treatments continued for over two years and I was able to override other doctor's decisions that I felt were wrong. Neil was always there to get through the hospital

politics. My position in life had switched as I became the patient needing others to help me stay alive! I was the first patient at Sunnybrook to be a stem cell recipient from my own stem cells. At this time, I decided to create a cancer charity with my aunt. It was to give money directly to my doctor (Neil) for his research program. My charity is called Hope for Health Foundation. It assists Sunnybrook in buying needed equipment for cancer research.

It took me until 2002 to gain control of my health and figure out my direction in life. This is when I decided to re-connect with my brother to discuss sports cars. My brother had a hobby of buying, restoring and selling “baby boomers” their “toy cars.” He was very familiar with British sports cars, but parts were getting harder to attain. So, he went into the Japanese world of cars like Honda, Toyota, Datsun and Nissan. A very unique car that he still owns is his slightly modified 1990 300ZXTT. I was very impressed with this car and found out it had many improvements from the old Datsun's plus there's a large aftermarket of upgrade parts available.

In 2002, I bought my first Nissan - a neglected 1990 300ZXTT that had been resting in an outdoor garage for five years. The 1990 Z's were made of good steel so this car had no rust. I now had my first





Erle out driving with the Z Tours group, the part of OZC that he most enjoys.

## Vital Stats:

### Member:

Erle Strauss

### Occupation:

Dentist (semi-retired)

### Residence:

Thornhill

### Car:

1996 300ZX Twin Turbo

car project in more than 30 years which I named "red 300." I called on Bayview Steeles Auto Collision (owner Manuel) as I was impressed with his work. Mechanically repairs are done by my friend Joe who owns Master Mechanic in Markham and Markville. Joe's best mechanic Peter does most of my maintenance.

In the first year of my "red 300" project, I repaired different parts of the engine, suspension, braking system and upgraded the rims and tires. In the following years, I added a Stilen three stage addition (air intake, ECU and stainless steel exhaust system) which brought the horse power up to 400. The engine and transmission were totally rebuilt to handle the increased power. Externally, the car had many parts replaced and it was custom painted candy apple red.

I decided to join the Ontario Z-Car Owner's Association to meet people with similar interests so I could gain more knowledge of these cars. At my first OZC event, I met Greg Whitehead at old Dunville Airport track. He spent the day instructing me on

how to drive my 300 on the track. Greg is a great connection who still helps with more challenging repairs.

Dooms day for the red 300 came on August 19, 2005 when a severe storm occurred in Thornhill which caused serious flooding on many streets. I got caught in the flooding which resulted in my engine seizing from taking in water! I had the 300 towed to Master Mechanic to be assessed by my insurance company and repaired.

**At this time I knew nothing about the MTO policy regarding "branding" autos. Once an insurance company has been notified, the process cannot be reversed! It states that if an insurance appraiser feels the electronic control unit (ECU) has been affected by water, the car is deemed a total loss. This means the VIN is branded "irreparable" and the vehicle can not be driven on public roads. The MTO will not alter their decision!**

Since, I was not allowed to drive the red 300 on public roads, I sold it to my brother as a track car. I have learned a valuable lesson from this experience - never make an insurance claim on a car you love, especially when water is involved. With the insurance settlement, I was able to start my next car project which I dubbed "The Green Machine."

In October 2005, I purchased a white 1996 Nissan 300ZXTT with 140,000 km. Since I had a large settlement, I began this project very quickly and aggressively. The car was stripped by Bayview Steeles Auto Collision and the engine totally rebuilt back to factory specs. I created a new colour; "candy apple green" with two layers of large gold flake base, three green dye and one clear coat. The colour is very unique due to the gold foundation and goes from dark green in the shade to lime green in the sun. I wanted this project to be different from my red 300ZX which is why I got Whitehead Performance to modify the engine, brakes and suspension. Master Mechanic also did some modifications which are too numerous to list.

In 2006, I became part of the OZC

executive as their treasurer, with hopes of improving the club's finances. Howie Yoshida and Eric Zondervan helped me get adjusted to my new position and I was able to put more funds into the OZC bank account. Z-Fest 2007 collected a monetary surplus but some members did not want Z-Fest to become a charity event. Too bad because I have always been supportive of clubs like the Z Car Club of Rochester who give back to their community. With my difference of opinion, I felt it was time to leave the executive and go off in a new direction called "Z Tours." I hope that one day new members will direct OZC into charity events.

I formed the OZC tour group with Eric, Tom, Wes and the Pancotts (Gerry and Sharon). We attempted one tour per month to encourage members to be more active and participate in half day, whole day and two day events. Through Wes' motorcycle experience we've been able to explore different roads each year. Z Tours is still going strong and it's exciting to have newer members like Jason, Roy, Peter and Mauricio as part of the planning committee.

To date, I have made many friendships through OZC and have enjoyed helping others with their car projects. The Green Machine will continue driving on future Z Tours! Unfortunately my children do not share my interest in sports cars. My long term goal is to teach my young grandson (Jory) how to drive and one day give him The Green Machine to continue my Z tradition. I thank OZC for giving me the opportunity to develop friendships that have fuel'd my passion for driving these great Z cars. **Z**



the "red 300"



Erle with grandson Jory





by JP Matte

I'll get it out of the way right up front. Last year 123 car show entries. This year 105 registered vehicles. Despite this perceived numerical step in the wrong direction, Z-Fest 2011 was an immense success. The reality is that there was no rational explanation for the huge increase in last year's attendance. We never saw it coming and I personally had no real expectation that those numbers would repeat themselves. At first glance it would appear that the bulk of that larger number was attributable in part to a surge of 350 & 370 owners who attended their first Z-Fest or the high profile location at the dealership. This year it may have been a case of "been there, done that."

No matter, this year's event which exhibited a more rational level of growth, benefitted from excellent weather for the first time in at least 4 years. The event ran very smoothly in large part due to the excellent pre-planning by Howie Yoshida, our club treasurer and civil engineer. Planning is what he does for a living. He gave us all a great roadmap to follow. We also had a great deal of help from the Executive who manned a variety of posts and from many additional volunteers who helped with the many things which needed to be done. The list is long and you all know who you are, and to all of you, I say thank you, as Z-Fest could not have happened without you. I also wish to send out a special thank you to all who came out and participated. Without cars, you don't have much of a car show. Former OZC President Rick Scott who is the Parts Manager at Brantford Nissan provided some door prizes. The staff and management of Brantford Nissan were once again

excellent hosts for this year's event. Thanks to all of you too!

Thanks must also go out to Terry Weston, OZC Merchandise Director, and his wife Sandra, who hosted a Meet and Greet at their place in Hamilton the Friday evening prior. If at all possible try to make it out to this Z-Fest "kick off" event as it is an excellent way of getting to better know club members you might not normally meet. The gang from Rochester showed up in good numbers, won some trophies and were kind enough to show their appreciation for our participation in their "All Import Car Show" by presenting Ontario Z-Car with a "club participation trophy." If you've never been to the Rochester club's signature event, you owe it to yourself to make it out next year. I can tell you from firsthand experience that the Rochester guys know how to put on an event and make you feel at home.

To summarize, like so many who also "worked" the show and spent the bulk of the event scrambling, I had a great time and had many participants tell me that they felt the same way. A great variety of vehicles in a variety of levels of completion made it out. You don't have to drive a show car to come and enjoy Z-Fest. Just being there is half the fun. Marjorie Clapp won \$280 in the 50/50 draw. We plundered club stock and even some of Terry Weston's Zeetoyz inventory and were able to give away a great many door prizes. Manolo de Leon contributed three of his self designed "Leaf-Factors" as giveaways. These clever devices will help take the sting out of leaf bagging. Check out [www.Leaf-Pactor.com](http://www.Leaf-Pactor.com) to see them in action. Thanks to Vuk Zivic, AMS was once again a prime sponsor and he very generously gave away a great





many later generation Z improvement items.

We'll all kick back and take a break before starting to think about next year's Z-Fest. My hope is that those who could not make it out this year are able to join us next year and that those who took the time to grace us with their presence, come back again. It is a pleasure and an honour to preside over an organization populated with so many great individuals.

*by Howie Yoshida*

Thanks to Brantford Nissan, Z-Fest returned to their dealership for 2011. Using their facility certainly made it a lot easier to work out the event details. Things seemed to run very smoothly, it wasn't all that hectic and most of the Executive had time to enjoy the event, walk the lot to

check out the Zeds, cast their ballot and even get a bite to eat.

We were basically set up and ready to receive cars around 9:00 a.m. There was no picture taking this year at the car show entrance so the drive-up line moved through very quickly, manned by our Membership Director, Bob Chwalyk.

With great anticipation, car show registrations were closely watched as the morning progressed and it became apparent that we would not have more registrations than last year. We topped out at 105 cars but you wouldn't think so as the parking lot was full and a row of Zeds had to be parked between the lines. The DJ was there providing oldies music and helping out with announcements and Why Not City Missions, a local charitable group was on hand once again selling food and drinks to benefit their cause.

The car show breakdown was as follows:

20-240s, 5-260s, 3-280s, 8-280ZXs, 13-Z31s, 23-Z32s, 21-350s, 4-370s and 8-other Nissans. This year we implemented a "Certificate of Competitive Achievement Award" to perennial class winners over the past few years. Three first place awards for your Zed and it's retired. This gives others in that class a chance at an award plaque. OZC member inaugural recipients this year are: Brian Gracie's 1976 280Z, Bob Chwalyk's 1979 280ZX, Tony Matteucci's 1981 280ZX and Howard Martin's 1984 300ZX. We intended to award 32 plaques this year, first and second place in all classes but some of the classes were uncontested with a few single entries which resulted in an automatic first place award; them's the breaks! Special thanks goes to Michael Aucoin for giving me some very able bodied help to tabulate the ballots. We announced the awards quite early and were basically done just after 2:30 p.m.

Thanks to the generosity of Jim Smith, again his artwork renditions of the various Zed models were very prominent on the award plaques. Check out Jim's website at [www.smithautomotiveartwork.com](http://www.smithautomotiveartwork.com). All the design work and the great pictures from the day were taken by our own professional designer/photographer Jason Okolisan who is also the Zedline Newsletter Editor.

After everyone left and the lot was clear, a few of us stayed behind to help Rick jockey all the cars back into their parking spots. It was a short run but it was fun to "test drive" the new Nissan models. I ended up in a Maxima, Quest, Sentra, Altima, G37 and a truck too. The day ended with a small group dinner afterwards at The Keg in Hamilton. Thanks also to Brett Weston for a great meal, at a great price.



*Photos by Jason Okolisan*



*Main photo by Edmarc Arendoque*







1 Dan Iafrate with his three 300ZX's  
 2 Terry, Howie and Peter man the registration table  
 3 Bogdan and Wes win big at the AMS booth  
 4 The Rochester guys  
 5 The winners circle of Zeds retired from competition  
 6 Terry and Eric take a break from their "Z tour of a lifetime" to attend Z-Fest







Sam Afzali



Howie Yoshida, Dave Buttle and Bill Husar



Enrique Preza



Jorge Silva

Z-Fest 2011 Award Winners			
CAR	CLASS	FIRST	SECOND
240Z	Stock	Brian Gracie	Steve Jonjev
240Z	Modified	Quentin Yarie	Gerry Trzecki
260Z	All Models	Jim Smith	Tom Malone
280Z	Stock	Clive Eastwood	not contested
280Z	Modified	Michael Lambert	Gary Elliot
280ZX	Stock	Dave Buttle	Bill Husar
280ZX	Modified	Howie Yoshida	not contested
300ZX-Z31	Stock	Jorge Silva	Sandy Evers
300ZX-Z31	Modified	Chuck Gould	Edmarc Arendoque
300ZX-Z32	Stock	Frank McGinley	Yeprem Torossian
300ZX-Z32	Modified	Jason Okolisan	Glen Martin
350Z	Stock	Duane Behie	Peter Paumier
350Z	Modified	Sam Afzali	Mike Yendrzski
370Z	Stock	John Pelerine	Dave Shoemaker
370Z	Modified	Mike Singleton	not contested
Other Nissan		Enrique Preza	Frank Roggeband



Sandy Evers



Gary Elliot



Yeprem Torossian



Brian Gracie



Glen Martin



Michael Lambert



Mike Yendrzski





by Jason Okolisan

## **INTRODUCTION**

When I bought my 1995 300ZX in April 2009 it was bone stock with 55,000 KM. I'm the third owner and have put on 18,000 KM in the past three years. The first year I had it, I only upgraded the stereo. Beyond that, I just did maintenance and enjoyed finally owning my dream car. That same spring, I joined OZC and after being around so many nicely modified Zed's, I got the itch to start modifying mine.

## **OVERVIEW**

When you have a sports car like the Z32, it's hard to resist not taking advantage of the many aftermarket upgrade parts available. Don't get me wrong, Nissan built a great fourth generation Z car (from 1989 - 1996) but there have been so many improvements made to the Z since then. So, I've put a lot of thought and research into the changes that I want to make and the direction I'm taking this car. My vision is to do tasteful cosmetic improvements while not detracting from the timeless beauty of the Z32 design. I've given myself a yearly

budget to space things out and to appreciate each modification.

This car gets stored in the winter so when I put it back on the road last spring for my second season, I already had my 2010 mods lined up. I refreshed the exterior lighting replacing the orange and red turn signals with clear lenses giving the pearl white Zed a clean, crisp look. I also upgraded the brakes to AMS Max Slot 16 rotors, carbon ceramic brake pads, stainless steel brake lines and brake master cylinder brace. This all combined to provide a significant improvement in braking performance. As far as power enhancements, the car has a Z1 single air intake and Labree cat-back exhaust system which together add about 20 HP to the naturally aspirated VG30DE engine.

## **WHEELS & SUSPENSION**

This year I took things further by upgrading the wheels and suspension. I scored a nice set of used Volk Racing GT-C rims with Bridgestone Potenza RE-01R tires mounted. I got lucky and happened

upon these wheels in a plaza parking lot. I spotted a nice Toyota Supra and went over to chat with the driver. The Supra had the particular Volks that were at the top of my wish list and in the exact colour and size I wanted. The guy was willing to part with the wheels so we struck a deal. The wheels are 18x9 +42 with 245/40/18 front, 18x10 +44 with 265/35/18 rear.

Now that I had my wheels, it was time to decide on suspension. There's a lot of suspension choices on the Z32 market and choosing boils down to how much you're willing to spend and what you want to achieve. Well, I prefer to invest in good, quality components especially with suspen-



2009, all stock



2011, highly modified







**ABOVE: Chico Moreira did the custom stereo installation at his shop in Toronto.**

**RIGHT: Vuk Zivic (right) at AMS installed the suspension components at his shop in Mississauga.**



sion because ride quality is very important.

I wanted to lower the car so coilovers are the way to go but then you need adjustable front and rear control arms and tension rods to correct the camber when altering the ride height. I decided to go with the AMS Ultimate Suspension Combo as it included everything I needed at a very attractive price. The package includes 20-way adjustable stealth black coilovers, front and rear upper control arms, adjustable tension rods, front and rear sway bar end links. Plus I added Stilen sway bars and AMS sub-frame collars.

Installation was done by my Z32 specialist mechanic - Vuk Zivic at AMS (Absolute Motor Specialties) in Mississauga. I've now put 3,000 KM on these parts and I love the way the car handles! The suspension is quite a bit stiffer than stock (dampening is set half way at 10) but not so stiff that it hurts. Handling in the corners is smooth and tight with precise control, overall a huge improvement over stock. The Z looks great lowered (two inches). It's not slammed but dropped enough to look aggressive while remaining practical for daily driving. I'm very happy with this wheel and suspension combination as it looks amazing and the handling's incredible thus taking my 300ZX to the next level!

## **STEREO**

One other significant upgrade that I did this year is the stereo. Changing the Bose deck was the first modification I did just a week after I bought the car. I had an Alpine deck installed along with replacing the door and hatch speakers with Alpines. This sounded pretty good and kept me content for a while. Now, I've always wanted a booming car stereo so I decided that 2011 would be the year to get'er done! I got advice from Mauricio Gomez who is another

OZC member with a Z32. Mauricio has a huge system in his Z so he gave me some ideas and suggested I talked to his friend Chico Moreira who specializes in custom installs.

Well, it just so happened that Chico was the same guy who did the initial stereo install two years ago when he was working at 2001 Audio Video. Since then, Chico has opened his own stereo shop in Toronto called Chico's Auto Concepts. I went to see Chico and he remembered me and my Z.



He gave me some options based on my goals and musical taste and came up with something that looks and sounds incredible!

I'm using the same Alpine deck as before but have upgraded the door speakers to db Drive 6.5" components. The tweeters are hidden in the door air vents which is an ideal location for directional sound and keeps the car looking original. We kept the Alpine 5.25" speakers in the hatch but they are now capped and acting as just tweeters to compliment the two 10" Diamond Audio subwoofers in the rear.

I showed Chico pics of other sub-box designs which looked boxy and had sharp corners. He wanted the box to be aesthetically integrated into the interior design with smooth contours. Chico's boxes are totally

custom, made from wood and fiberglass. I love the design, it's clean and efficient - covered in durable black vinyl giving an original look that goes with the rest of the interior. The vinyl covered floor board locks the two sub-boxes in place.

The db Drive amp is hidden in the sub-floor so as not to take up additional cargo space. The amp powers all eight speakers and is neatly housed in the head light aiming kit location. The car has been completely rewired. The amp fuse is on top of the small fuse box by the battery. I love the way the stereo sounds - so rich and powerful - it moves me (literally)! It definitely adds to the appeal of cruising with the t-tops off with the music blasting.

## **FOOT NOTES**

At this stage, I'm very happy with my Z. Of course, there are more upgrades I want to do (like a twin turbo swap) but all in good time. I'd like to thank a few of the guys from OZC who have given me advice and guidance with this car - Wes Hore, Erle Strauss and Mauricio Gomez. I'd also like to thank my main mechanic Leo Nucci at Mississauga Auto Repairs who always takes such good care my cars. When you have a high performance, heavily modified sports car like this, it's good to have friends to help with the challenges. That's why we belong to a car club. I'll Zee you at the next meeting! **Z**





# Suspension Upgrades *Q&A with Vuk Zivic @AMS*

## **Why do Z32 owners choose to upgrade suspension?**

Most Z's are running on OEM components that are on average 20 years old. These wear out over the years so it's a good idea to replace them and bring the car up to spec. It doesn't make sense to replace with OEM due to cost and after-market options. The aftermarket offers coilovers which will lower the height and allow adjustability (better handling) for a better price!

## **If someone was to take a stock Z32 and begin modifying it, how important is upgrading the suspension?**

Most guys forget that a car like the Z should be balanced properly. Most will add power with little thought to suspension or brakes. In order to handle the extra power while in an aggressive manoeuvre, the Z should have fresh components for optimal handling.

## **Are most aftermarket coilovers easily adjustable for varying degrees of stiffness?**



Lift the hood and a simple turn of the knob adjusts front shock stiffness. For the rear, a small unobtrusive hole can be drilled in the plastic panels to access the adjustment knob.

## **When going up in rim size from 16 to 17 or 18, how important is it to upgrade your suspension?**

Aesthetically you want to lower the car to retain a sporty stance. As well most rims are heavier than stock which will put extra stress on stock components. Upgraded suspension units are usually better than OEM and are fresh (not 20 years old).

## **When installing coilovers, why is it necessary to upgrade the front adjustable tension rods, FUCA's and RUCA's at the same time?**

You need to do this to adjust camber/caster. The stock FUCA's do not allow for adjustments from factory spec nor do tension rods. The rears offer slight adjustments but not enough for most of the desired drops.

## **What other suspension upgrades are worth doing in terms of bang for your buck improvement?**

Sub-frame collar bushings eliminate the dreaded wheel hop and take up the slack in the stock sub-frame. Thicker sway bars minimize body roll. Adjustable sway bar end links allow you to fine tune sway bar pre-load. Bushings offer a more solid ride but are very labour intensive to install so most will not do this unless their bushings are totally worn. Strut braces are the finishing touch, usually after all the other mods and are easy to install. A lot will add strut bars for looks alone!

# OZC 2011 Events Calendar

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](http://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](mailto: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

# Tour Schedule

The OZC tour sub-committee is planning one tour per month from May to October. So far in 2011, we've had four successful tours. Not all routes have been finalized for the remaining tours but once available, further details will be posted on [ontariozcar.com](http://ontariozcar.com). Tour dates have been set for a Saturday with the Sunday as a fall back rain day.

**October 1 - Kawartha Lakes and Winery Tour**, contact Erle Strauss: [estrauss3@rogers.com](mailto:estrauss3@rogers.com)

**October 22 - Eastern Autumn Tour through Port Hope and New Castle**, contact Wes Hore: [smurfed32@hotmail.com](mailto:smurfed32@hotmail.com)



# Customizing isn't for everyone... but it can be fun!

by Terry Weston

As many of you know I have changed my 350Z many times and it really started after opening my own company - Zeetoyz Inc. which caters to Nissan and Infiniti cars. Instead of a store front, I decided to put money into my Z to promote my company and show some of parts I was selling and of course the car itself. I knew that I was in this for the long haul so for me it I wasn't going to stop tweaking it until I had it the way I wanted it to look. Customizing is such a personal thing and I'll admit that I don't know everything as I have made mistakes along the way. In this article, I'll share my experiences with taking my stock 350Z and modifying it plus give some general guidelines to follow.

**For basic entry level modifications,** people usually start with rims, exhaust and air intake. More advanced modifications are wide-body kits, superchargers, custom interior, etc. I have learned that it takes a firm idea of what you want and some kind of budget that will allow you to get the quality parts you need to accomplish your goal.

Spend time researching various websites, forums and talking to several people about companies and the quality of their parts. The most important thing is don't fall into the *MUST HAVE IT NOW TRAP* because that can result in regrets like "oh my god I can't believe it doesn't fit" or "I knew I should have waited." Talk to as many people as you can to get a consensus of which companies deliver the quality parts you need. Customizing can get out of control so try and stay on a budget because really, it offers nothing to another person if you need to sell the car down the road... but we all know that, right!

I can really only share in-depth first hand experience with the Z33 generation as to go about changing the look and handling of this car. It really comes down to how much you want to spend and how you're going to use the car - either for pleasure, track or shows.

**Pleasure is the cheapest way to go** as you might buy rims and maybe some small accessory items to dress it up. This also makes it easier to sell the car down the road and you can re-coupe some of your money



Terry with his 2003 Nissan 350Z at Z-Fest 2010

by putting the original rims back on and selling your aftermarket rims separately.

**For track use** you are lighting the car by taking out interior items, upgrading to forged rims and ultra-high performance tires plus installing a big brake kit (like Brembo or Wilwood) at least on the front. Suspension is a must with at minimum a lowering kit to a complete coilover package. Beefing up your sway bars will help with handling and installing an intake, exhaust, headers will add horsepower.

**Custom is a whole different category** as this is what I call the hidden mistress - money spent on something that looks good but will always require attention to make her happy! For me it has been an eight year

itch, redoing everything from paint to various body kits and interior items. At first, sourcing out parts was a major undertaking as I had to bring in most of my parts from the US. Eventually, I decided to go for more horsepower and at the time the easiest solution was the Stillen Supercharger which I had installed at a Nissan dealership.

Most of the tuners did not have any history or proper tuning equipment to install the supercharger and no further warranty was offered other than that of the manufacturer. Stillen offered a powertrain warranty that gave peace of mind in case something went wrong. Now looking back on it, I wish I held off and waited for other companies that now offer decent turbo or supercharger systems. When you consider the cost, it's going to run around \$8,000 - \$12,000 minimum plus an engine management system and tuning it.

**The degree to which one chooses to modify** their sports car really comes down to how they intend on using it and what type of enjoyment they are after. Early generation Z's are meant to be restored back to their original condition and the newer generation Z's are just somehow destined to have some type of customizing done and quite frankly, I hope this continues.

I would like to thank a few of the people that have helped me during my eight year itch: Josh at Better Image Auto Body in Niagara Falls and David at Apple Auto Glass. **Z**



Terry shows off Zeetoyz engine dress up items on his 1993 300ZX which is just slightly modified, compared to his 350Z



# Z tour of a lifetime

## keeping in touch while on the road

by Eric Zondervan, Website Administrator

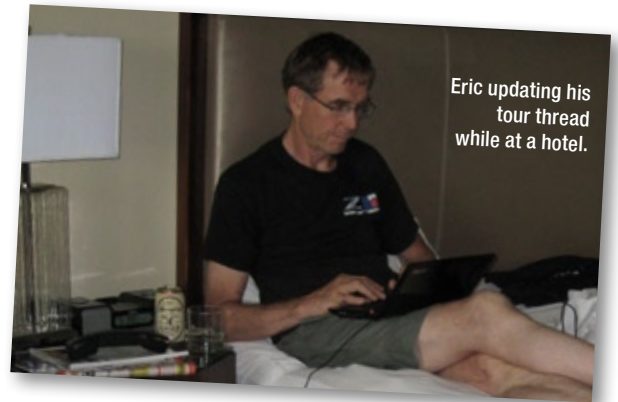
Hello to everyone, this time from the road. Isn't technology wonderful? Here I am, able to write this article, update the forums, post photos and videos, from just about anywhere in the world!

For those of you who have been following our "Z tour of a lifetime" on the forums, the reason I miss a few days at a time is not because I don't have access to the technology, it's because I don't have much to post or I'm with friends or relatives so have other priorities.

The technology consists of a tiny tablet computer and local wireless signals. It's amazing how connected we can be. Every motel and bed and breakfast has a wireless modem. Most don't even have a password. Even in the remotest outpost of Northern Saskatchewan, Internet connections were always available. Usually no password was required. A hint for net surfing travellers, just pull up in front of any motel and you don't even have to register. Just turn on your laptop and start surfing. An interesting excep-

tion was the Westin in Savannah. By far the most expensive place we stayed, but you had to go through a big hassle to get web access. Your name and room number had to be registered, then you got 24 hours of very basic access. To get high speed you had to pay \$6 per day extra. At midnight your access was cut off and you had to go through the whole registration process again. I was in the middle of a long post to the forum once when that happened.

A disadvantage of travelling light with this little tablet computer is that it is very difficult to navigate around a site, so my photos are not edited and there are no captions. It must be pretty hard for those who are following us to figure out what those photos mean sometimes. Another problem is that the wireless connection in most motels is quite slow, so I need a whole evening to do what normally takes half an hour. I've learned not to open emails with photos or attachments



Eric updating his tour thread while at a hotel.

until I get to a fast connection. I also save my uploading for when I go to bed and let it run all night.

For anyone who is reading this who hasn't been on the forums to follow our story, go to [ontariozcar.com](http://ontariozcar.com) and search "z tour of a lifetime." Keep in mind that this thread is several pages long so you have to find the page numbering at the bottom right and click through.

When browsing the forums, you will often see several "guests" checking things out. If you look at who is on, you will often see visitors with names like "Google Slurp Spider." These are programs which Google, Yahoo and all the rest use to scan websites for key words and phrases which are then used when people do searches. In a previ-



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ous article I told you how Googling Z Con 2011 brought up a post on our forum. Now try Googling "z tour of a lifetime." Pretty neat how our humble little website pops up at the top of a Google search.

A final bit of technology trivia: For \$40 per month I was able to make my cell phone plan apply across Canada. We have found that there is almost no place we cannot get excellent reception. With that plan, we have unlimited evenings and weekends across Canada.

That's all for now. By the time you read this Terry and I will be back on the road continuing our tour so I'll keep in touch via the OZC forum and we'll see you back in Ontario in October.

## New mobile site

Our webmaster Zak recently developed a new mobile style for our site. It's very light and fast and looks great from your smartphone and tablet.

When you use a mobile browser and have your settings to "mobile site" you will automatically be directed to this new style. It will bypass the portal (home) page and bring you right to the forums. It does have a button for 'NEW POSTS' which will show what's new since the last time you logged in, but it does not show you the front-page list of recent posts.

You have the option to click the "FULL SITE" button and go back to the full site if you have a bigger device (XOOM, G-Tablet, iPad, etc).

Give it a try on your mobile device and post comments in the "mobile site comments" thread. **Z**



ABOVE: Bob, Eric, JP, Howie and Tom prepare the mailout for the Summer Zedline at the July 6 Eastern meeting.



RIGHT: A twilight shot of OZC cars at the July Eastern meeting.

## 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 14 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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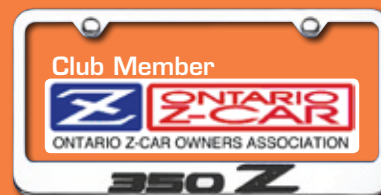
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