

ZEDLINE

December 2012



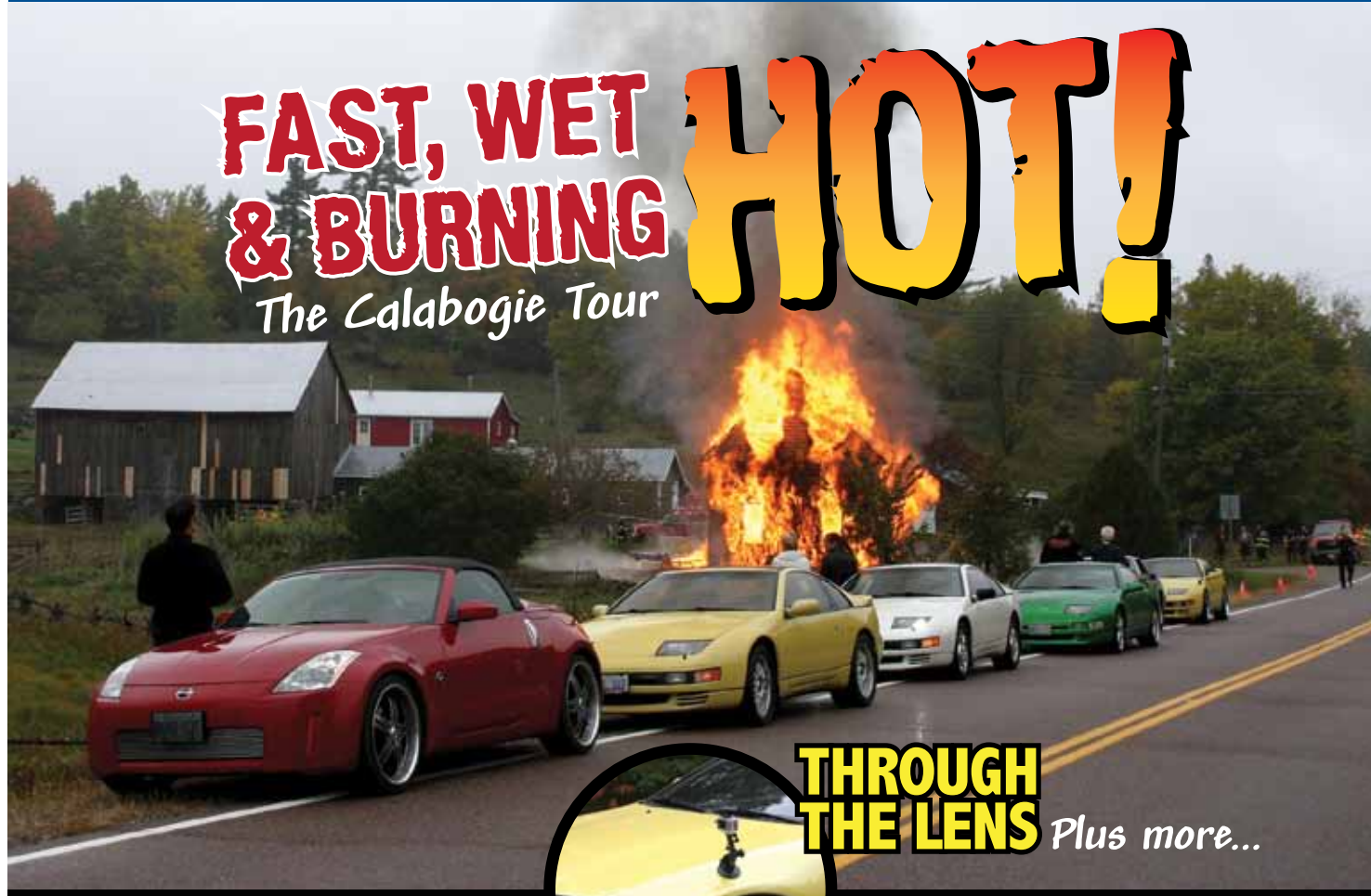
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In the immortal words of the
"Chairman of the Board", one Frank Sinatra;
**"Regrets, I've had a few. But
 then again, too few to mention."**

PreZ

I have had the honour and the pleasure of presiding over the affairs of Ontario Z-Car for the past 4 years. I can barely believe that it's been that long myself. There might just be something to the notion that time flies when you are having fun. A few months back I had made it known that I was thinking of stepping down, not because I had grown tired of being President, but more from the point of view that a change of scenery might be due. And so it has come to pass.

I have touched on this previously, but I was fortunate enough to have a great executive working with me. They were amazing in every sense of the word. A good portion of that Executive will be going forward into 2013. Our 20th anniversary if you can believe it! Howie Yoshida in Treasury, Bob Chwalyk in Membership, Terry Weston in Merchandise, our new Zedline Editor Rajinda Gunasena, Eric Zondervan as Web Administrator and Laverne Burkhart as Western VP (well sort of). Zak Irvine, though not an executive in the traditional sense returns to protect our website and combat cyber-threats as Webmaster. We have a New President, Nigel White and a few exciting surprises in a couple of the Executive positions. Filling in for Enrique Preza who stepped down, we have Mauricio Gomez as the Eastern VP. In the West, we find Laverne Burkhart sharing the Western VP duties with Arnie Guzek. And in a really exciting development we have Vanessa lafrate who will be handling Events Coordination as well as giving OZC a presence for the first time on Social Media. All of these positions were unanimously acclaimed at their respective and well attended meetings.

I have known Nigel White since 1994 when we first met on a cold and wintery day in Dieter Roth's garage back when OZC was in its embryonic stage. Nigel's love for the club and everything it encompasses has manifested itself over his many years with Ontario Z-Car. He was a significant member of the core of early members whose continued support made it possible for OZC to grow from its humble beginnings into the stable organization that it is today. Nigel had been President of OZC in a stormier time and I am really excited about the new dynamism that he and the new Executives are

bringing to the club now in better days. Ontario Z-Car's history is replete with individuals stepping up at the moment when they are most needed, willing to take the challenge of guiding OZC along into its future. As if I haven't said this often enough previously, it is only by the grace and generosity of such individuals that we are still in existence. You lose them, you lose it all. This same sentiment applies to our loyal membership who has stuck with Ontario Z-Car through good times and bad.

At the start of this, my final Prez Sez, I had alluded to my having only a few regrets and that is most definitely true. I feel that while we may not have gotten everything right, we came pretty close most of the time. And in the areas we might have had room for improvement, we learned something from it. Considering this, I am proud of our past four years and of all that we have accomplished together. While the thing we know as Ontario Z-Car is not quite a blank canvas, there is still quite a bit of room left for some creative brush strokes. As the odometer rolls over into our 20th Anniversary year, I am vacating the driver's seat in favour of a new President and supporting Executive whose ideas, proven performance and vitality, will take us into 2013 and beyond. It is with great anticipation that I await to see exactly where that journey might lead us.



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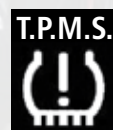


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When the going gets tough.. The tough start enjoying the Z!



Editor Note Z

Rajinda Gunasena

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

design ideas for the OZC brand identity, which are still in the works, but I have come to realize it will have to be done gradually without committing my self to too many things. For starters I need to make sure Zedline is on time!

The 2012 were the year I really got to enjoy driving my Z. It was an interesting as well as sometimes crazy journey with a few amazing tours around Ontario, in the company of other Z car enthusiasts. I felt so comfortable and seemed to fit right in with everyone. So much so that I couldn't believe I was away from the club for over 15 years. But I am glad to be back with them and now part of the OZC EXCO doing the Zedline & getting involved with even more new plans for the club.

Being self-employed, one of my biggest drawbacks is biting more than I could chew. Apart from being a single dad, I have come to realize I got way too many things going on. That and the fact that my family, including my self getting hit by the Flu really hard this last couple of months. I also nearly chopped my finger off trying to cut a board, which kept me away from the computer for couple of weeks. It's the reason why this Zedline is coming out in January instead of December, as promised in the previous editorial. But it's no excuse on my part, and I am trying my best to bring it to you on a timely manner in the coming year.

One of my objectives when taking over as the Editor was also to help upgrade the branding of OZC. I have some

Speaking of which, it was pointed out to me that the 280ZX considered as the second generation of the Z was missing from the NEW Zedline masthead I designed on last newsletter. Thanks to Jason we managed to get a car in the exact angle I needed as well as the colour, and you will find it corrected on this issue. It was a small thing but also an important one, so I thank you all for pointing that out and all the positive feedback. Please keep them coming, via e-mail or through the forum.

On this issue there are details and pictures of the Calabogie Tour & Eric's Cottage tour. You can also read about the Phoenix tour Peter Paumier was part of. Some swap meet news and finally the year-end social held at Tuckers Market Restaurant. I had not spent a whole year with the club before, so I had no comparison to what the year was or how successful it was. But judging by the comments from the others, it was another great year barring the reduced number of Zedlines. The idea for 2013 is to grow the club, both with new members as well as the activities. The new EXCO is already hard at work making sure of that. It's also the 20th year of the club, which it self should be enough get all of us excited for another fantastic year of Zedding!

Welcome NEW Members!

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

Vanessa lafrate and Anthony Giancola

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 Chvalyk - 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."



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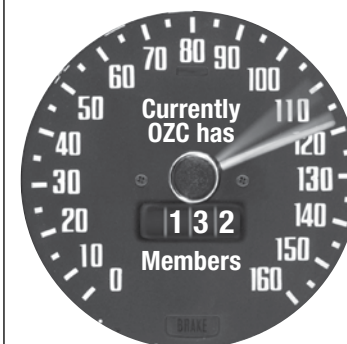
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Contributors:

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Howie Yoshida
Vanessa lafrate (pics)
Mauricio Gomez (pics)
Jason Okolisan (pics)
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Swap Meet Z

Howie Yoshida

Sure it's been a while now since we convened our Spring swap meet but take this as a recap of what you missed if you didn't attend either of our swap meets in 2012 and as a reminder that you should plan on attending one in 2013.

Our usual kick-off event where some of the Zeds first show up early in the year is the swap meet, held this year on Saturday April 21 at Whitehead Performance, hosted by Mike Hansen & Greg Whitehead. April events can usually expect cold temperatures and rain which we have had our fill of at past swap meets. I recall this past April's meet was cold but no rain came down. In any case the turn out was good but it seemed there were less people milling about during the course of the day. We had 7 tables set up inside with people selling parts

and another 3 guys were outside with stuff on display in the back of their vehicles or out on the parking lot area.

You could sure spend a lot of time browsing through the various parts boxes, table items and bins, looking for that elusive part or just picking the brains of the sellers about a solution to your project. The usual people were there trying to move their excess inventory, like Rick Scott, Charlie Osborne and Mike too. If you needed something to eat that was no problem either. Out back Greg with help from family and friends manned the BBQ and provided hamburgers and sausages which were delicious.

The OZC club table made out OK as 6 members renewed for 2013. We sold 33 calendars that were designed by Michael Lambert who did a fantastic job on them. It was our first offering of the year for the calendars and they went over very well with lots of positive reviews received. Thank-you Michael. I don't know if Charlie sold a lot of his inventory but he made out all right for the day as he won the 50/50 cash draw prize, worth the tidy sum of \$85.

The Fall swap meet that was hosted by Rick Scott at Brantford Nissan was publicized on the website



more calendars and t-shirts were sold, tickets to the dinner/social were purchased and about 15 Zedlines were distributed to the members present.

It appears there is still interest in organizing the swap meets but we'll have to take

another look for next year and decide if two of them are still viable. We would like to extend our thanks and appreciation for hosting the events to both Greg Whitehead & Mike Hansen of Whitehead Performance and to Rick Scott of Brantford Nissan. Thanks guys!

events calendar and on the club forum but perhaps not often enough. It took place on Sunday October 14 on a very decent day weather wise. I made the trip out there in my Zed but no others were out that day unless you count the rolling 260(?) shell that was up for sale. Still there were 6 people with tables set up with parts to offer. It was a quiet event with about 30 people passing through the service garage where the event was held. I believe the club did more business than anyone as 5 members renewed,

The GREAT Calabogie Adventure

Rajinda Gunasena

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



Drive by the Lake



I had done only 2 tours with the club, but each time there was one tour that was mentioned as the best of the best. People who'd been on that tour spoke of the amazing roads and the two days they'd spent "zedding" through them. So when I finally got the flyer from Erle Strauss, I wasn't totally surprised that in fact it was actually called The "Great" Calabogie Boogie Adventure, set for Sept 29, 30. It also said it features the most demanding driving conditions. Great, that's just what my Z needed! Many had already booked their rooms at The Rocky Mountain House, I too managed to secure a room after a few calls to make sure they were reserved under Erle.

Cover Ztory



Lunch in Bancroft

back roads, hilly & winding through woods & lakes. The speeds gradually got up there as everyone got used to the roads as well as each other's driving abilities. We stopped at a Hydro Dam in the Black mountains for some photo opps. With the fall colours in full bloom they were perfect backgrounds for our Zs. We continued pushing the speeds, while I tried to maneuver not just the Z, but 2 cameras I had mounted inside & outside the car, plus one hand held (check another page for my adventures with lens). It did get me on to couple of jams, almost spinning out but ended up cutting my front 2 tires, mostly due to the lowering I had done earlier in the summer, with just the springs. Note to self; get the coil-overs!

Late in the evening we reached The Rocky Mountain House, just outside of Renfrew. After checking in & a change, we did a short night tour to Eganville for dinner at The Granary Restaurant. Few of us including my self decided to give our Z a break after the adventurous driving it experienced that day, and hitched a ride

with others. Back to the Hotel & the party continued in Lou's room with lots of beer, wine & countless stories from Erle. After a few hours of sleep we woke up the next day to find the weather had changed, with a slight drizzle & a fog in the air. Not so good for driving I thought, as I managed to video some of the guys getting, their stories about their cars and the tour. All in all I had 35 GIGS of videos to edit.

Our first stop was at the Kawartha Country Winery, with some wine tasting & few people picking up some spicy jams. From there we reached Bancroft for lunch, a little late in the afternoon.

The real driving started only after lunch as we drove through some amazing



Waking up to a wet morning

Spicy Jams at the Winery



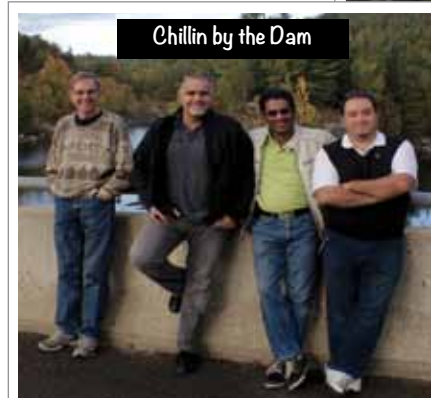
We got Rain-X

Rain or not, the driving didn't seem to get effected. After all we had Rain-X for visibility and most our tires were good! Besides, the drizzle was intermittent and we got plenty of dry pockets to test our driving skills through the countrysides. One particular section was the Desert Lake road, which Wes had suggested, having heard about it through his biker pals. Of course this meant one thing, more photo opps. I decided to film the convoy from the side of the road while Wes drove my Z with a rear wing mounted Go-Pro camera. But seriously, no camera could capture the feeling & experience we had driving through that section. You just had to be there!

We saw some amazing scenes, some wild animals and the strangest sight of a barn on fire. Turns out it was a controlled burn exercise done by the local fire fighters. We weren't sure if we were surprised to see the fire or if they were surprised to see 11 Z cars coming by to watch the burning structure. By late afternoon we said bye to Bogdans & their friends in the red BMW 3 series. We had done over 900 km or so with another couple of 100 or so back to Toronto, while the newly weds Daniel & Vanessa were looking at a longer drive back. We met up at 401 for one last time, to say our good byes. For some reason I felt groggy & sick, probably with

the running around with cameras. Wes was more than happy to test my Z and drive me back to Toronto. His verdict... my Z felt just like his own!

At the end I realized I had never actually driven my Z fully until this tour! 17 years after acquiring the Z, I had one of the most memorable experiences driving it.



Chillin by the Dam



Newly Weds

Erle & Wes had done an amazing job and it was truly a "great" adventure. I couldn't wait to do it again, and that opportunity came much

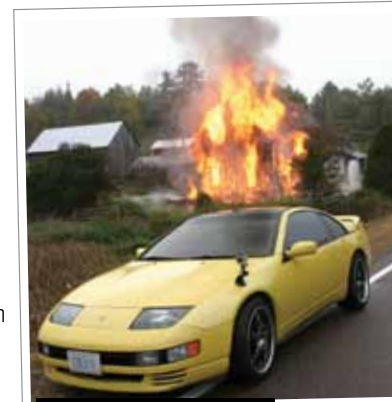
sooner than I expected, with Eric's Cottage tour!



Discussing the drive

On the way back

Saying good-bye!



The roof, the roof...
The roof is on FIRE

Erle Strauss

1990 300ZX Twin-Turbo (GREEN MACHINE)

Wes & myself have been planning Z tours since 2007, & this 2 day tour has added more new scenery than any of the other tours. We ALWAYS take the good parts of previous year tours & add NEW roads to keep us interested & guessing! This tour, I felt, was the highlight of 2012.

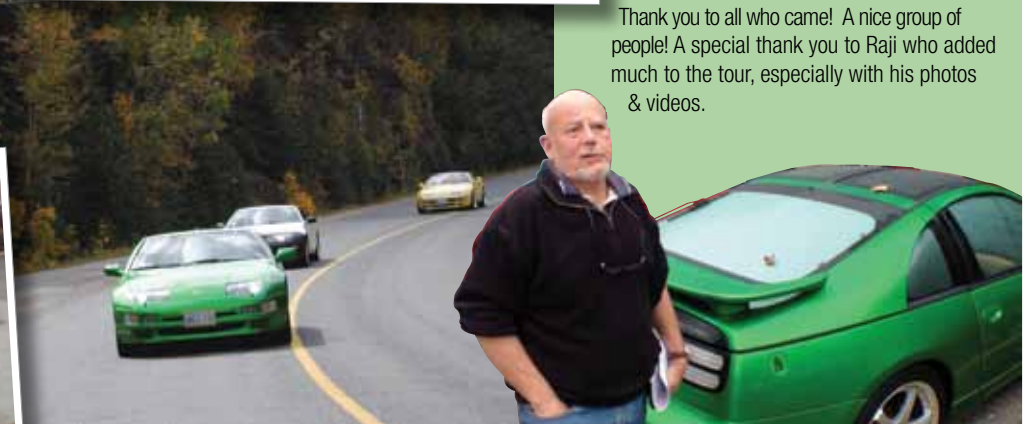
As comments were made from Eric & others they felt it was an awesome tour with many new & exciting roads. We had a great turnout of 11 cars (usually have less). It was nice having different spouses who participated in driving + photos. It was a treat watching Vanessa/Dan having such a great time, especially as newly weds. Highlights of the tour were many wild turkeys running across the roads, dead foxes & the best was a burning house. We met with the local fire chief who explained he performed "controlled burns" of different structures on the local farms. These were condemned structures + it gave practice, & testing for the local fire department. Autumn colours of the leaves were magnificent. This area is called "land of lakes" with hundreds of lakes throughout the trip.

A totally new road called Desert Lake Road that Wes had suggested was spectacular. We were totally isolated as a group & Raji was all over this road taking videos from his car. He was set up with 3 different cameras, driving anywhere on this road getting his terrific pictures! I told him he was CRAZY!! I could see the excitement on his face + his words! It was nice to see members like that using their Z cars having so much fun!

All & all, I've been on many tours, but these roads were spectacular. I'm looking forward on doing this tour again in 2013. Previously, Matawatchan Rd. was the best, but this year this road & others were under repair for improvements which was disappointing.

For anyone wanting to see some of the best biker roads in Ontario, this is a MUST tour for 2013.

Thank you to all who came! A nice group of people! A special thank you to Raji who added much to the tour, especially with his photos & videos.



Feature Z

Year End TUCKER'S Marketplace BUFFET RESTAURANT Dinner & Social



Howie Yoshida

This year's dinner and social moved from the Grand Valley Golf & Country Club where it has been held for the previous 2 years running. We moved the venue a bit further to the East and ended up at Tucker's Marketplace in Mississauga. Timing of the event was about the same as last year, as it was held on Saturday November 24. No snow was lying about but the temperature was cold and even though the roads were nice and dry, no Zeds were to be seen as they were probably all put away for the season.

A number of us checked out the restaurant a bit earlier in the year and it looked just fine. Tucker's Marketplace

is a family style All-U-Can Eat Buffet restaurant that features really great roast beef, ham, chicken, pastas and stir-frys, different hot entrees and even pizzas. Rounding out the meal, they also serve up salads, soup, fruits and a variety of desserts. With the size of our group, we had a private room for our use during the meal and for mingling and moving about afterwards. Even though it was still November, there were various Christmas decorations up to put everyone in a festive mood.

Still it was a restaurant so there was no opportunity to hire a DJ and provide dancing after everyone had their

fill. Each year the club has funded a larger portion of the dinner cost but surprisingly, our numbers were down from last year as there were 40 people in attendance.

After dinner, the only formal part of the agenda was a presidential address by outgoing Prez, JP Matte.

He thanked the 2012 Executive for all their efforts in running the club this past year and also thanked all the members who volunteered to help out at the club events too with a special mention to the mini-group that organized all the cruise events this year.

The members of the 2013 Excom were introduced and welcomed by all.

The last item to take care of was the drawing of the door prizes. Thanks to our web administrator, Eric Zondervan who did the shopping during the previously mentioned

road and wine cruises, about a dozen bottles of wine were given away along with some club merchandise and the ever present 2013 club calendars. It appeared a good time was had by all and we left the restaurant much to the appreciation of the staff who were trying to clear the room and close up the place by 10:00 p.m.

There were a number of missing notables, namely Edmarc & Laura and Terry & Sandra who were enjoying the fun and sun in Maui. Closer to home, Pete and Sue had organized a Grey Cup dinner for some close friends that evening and took in the big game the next day. We forgive them for missing the dinner/social since they ended up at the Grey Cup game to cheer on the home side to victory. Arrrrrrrrrgos!

Eric's Cottage Tour

Tour Z



Parked at Eric's lovely cottage

Rajinda Gunasena

1990 300ZX Non-Turbo (CREATV)

The flyer for the Tour said we would be doing a different route that Eric had scouted, along with the ever-popular Southwood Road. It was supposed to be a 3-4 hour tour, and the convoy didn't start from Hwy 400 & King City service centre, until about 10:30 or so in the morning. The weather was the typical fall kind, breezy and somewhat cloudy, especially as we drove up north. Some of us were sure this would be a wash out, as the clouds were ever so ready to open up.

There were the usual suspects in their Zs. Mauricio with his Z32 for a change, Jason, Peter, Nigel, Erle, Ed, Eric, Casey plus Lou and his two sons Jared & Javan. The younger one Javan, was driving his Golf GTi, and like any other youngster, he seemed itching to give the old man and his pals a run for their Zs. Also joining us on his bike was Wes, still unaware that his "Blue Bayou" was sitting in his garage, really didn't need the major operation he first suspected.



Lined up and ready to go

Obviously the choice was easy as everyone was anxious to try out the South Down Road. We drove around the usual countrysides, and the rain did stay out for most part. Some of the roads had puddles, which did wash out some of the video clips of my camera mounted outside.

Eric lead the way with each one of us trying to keep up with the pace that

En route to Eric's on Hwy 400



Posing with the Pereira boys



We grabbed some lunch at Orillia, at Country Produce and continued to Eric's place. The plan was after lunch to either stay at the cottage, visit a chocolate factory or run the famous South Wood Road.

was getting right up there with the legal limit. Couple of guys got held up and took a wrong turn and the rest of us had to eagerly wait at the start of the South Down Road. A modified red Subaru WRX went passed us, slowing down as if wanting to join in the fun. After the lost Zs joined the convoy, we got going only to find the Subaru waiting by the side of the road.

They'd joined us in the back of the convoy, I found out later, as I was too busy at the time, trying to keep up with Eric, Erle & Mauricio in front of me with Lou & his son close behind me.

The run was absolutely brilliant. Exciting, fast & heart pumping as drove through a roller coaster of lefts and right turns. It was one of the best runs I had done and we were all smiles as we stopped at a rocky plateau, just before the end of the road for some pics. The 2 guys in the WRX joined us. Turns out they lived at the top of the South Down Road and were aware of the runs done by similar tour groups. But it was Javan who seemed most excited. I'm sure he never imagined he'd be doing something like this with his pop.

A drizzle started to come down and it was time to turn around and do the Road again, before it got any worse. I jumped quickly into my car and was lucky to get right behind Mauricio who

was going to lead us back to Eric's Cottage. Few of the other fast guys were caught behind a few slower cars & traffic. Although the rain was on both our cars held the road firmly with our new tires and lowered suspensions. I kept on Mauricio's tail and quickly saw the rest of the cars disappear on my rearview mirror. This was more of a dual, both Z32s keeping pace

turning in sync all the way to the end. When we finally stopped at the end of the run, we both had the biggest grins on our faces. Mauricio had no idea we'd lost the convoy until then, as he could only see me on his rearview mirror. It took almost 2 to 3 minutes before the others caught up with us. Few of them were disappointed that they didn't get the chance to keep pace with us, and the two of us made sure they

felt it too... especially Javan, who I am sure had a lot more respect for the "old guys" and their Zs after that.

Back at the cottage where Eric & Jane hosted us for a barbecue dinner. The guys were still talking about South Down Road, and few of us couldn't wait for next year to try it again. Considering the weather, it turned out to be a great day. It was a short tour. But one that was filled with thrills, laughter and excitement. Thankfully no spills!



The tour group at Eric's



After the first run on South Down

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Tech Z



Well, you've decided that your 14" rims just aren't cutting edge anymore, and seeing those 17 and 18 inches of the Honda's makes you wonder if you can fit bigger rims onto a Z. So here you are at the local speed and custom shop flipping through hundreds of possibilities, but when it comes right down to the final choices, you have a couple of 14 and 15's; and maybe an \$1100.00 16 or 17 inch.

Swapping Rims

This is a reprint of an article previously published on the Zedline in 2002

Being that a Z is a 4 bolt x 114 and pretty much a "0" offset, this rim is almost obsolete. And the speed shop guy tells you that most available rims run 30-45mm offset??? HUH??? But there are guys out there with these big shiny rims, so how is it done?

Now seeing that a Z runs at a zero offset it is possible to put a 45mm offset rims on, you just need to counter space it. A zero offset means the bolt holes are in the centre of the rim. A negative offset means the bolt holes are closer to the inside edge of the rim (towards the diff) - picture an old muscle car with huge slicks. A positive offset moves the bolt holes closer to the outside of the rim (towards center cap), thus accommodating most front wheel drives.

Here is a very simple explanation to fit the rims you want. Lets say the rim has a 35mm positive offset (remember this brings the bolt holes away from the centre) you will need a spacer 35mm thick to bring the bolting holes back to zero. If it has a 28mm positive offset, you will need a 28mm spacer. However, if the rim has a negative offset spacers won't help, then you need some big flares to hide the wheels in. The most secure spacer is made of billet aluminium

(aircraft grade) with 4 studs, and 4 holes. This then bolts onto your hub, and is secured with 4 basic acorn nuts. You now have four new studs with which to secure your wheel.

Be sure to check stud size, as stock is 12 x 1.25 and my new ones turned out to be a different size. Not a big deal, just make sure you buy the lug nuts that match. Spacers can also be ordered to go from a 4 bolt Z pattern to a 5 or 6 bolt pattern, so you could fit just about any North American wheel, as long as you know the offset and the spacing for the bolt pattern. My spacers were custom ordered from California, and took about 1 week to arrive, at a cost of around \$350 (much cheaper than custom rims).

I have also hammered these wheels through corners, bumps, and bends, and find them to be equally as strong as factory. Just remember, you get what you pay for, and your wheels are what hold you to the ground.

Brydon Deforge



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Feature Z

ZCON 2012 - Phoenix



A row of 240Z

Peter Paumier

The events and convention was well organized and well concurred. We had Mr. Matsuo designer of the 240Z, Mr. Randy Rodriguez, designer of the 370Z and Mr. Mitso Katayama (Mr. K's son). Mr. K was present at the closing banquet via SKYPE. All the ZCSD members that attended got all excited for their turn to host ZCON in 2012. Next year is New Hampshire's turn. Then in 2014, San Diego here we come.

I was standing by my car, a elderly lady approached and asked when the car show was, I told her tomorrow, and she said she though it was that day. I said.. "You like "Z" cars then." She told me she has 6!!!! She was Mr "K"s personal secretary for 32 years, She has Mr. "K"s 1970 240Z. Her Datsun

pickup won 1st. prize at a show at Long Beach last week. She loves the Look of the new Altima, but the darned thing is front wheel drive.

Her name is Johnnie Gable, the original parts distributor for Nissan North America. What a fascinating lady, she stood in the heat telling me about MR. "K" and how he managed the Nissan operation in those early years.



Negative cambered 300ZX TT



A Datsun pick-up

EVERYBODY knew Johnnie. She was presented with a life time achievement award during the closing banquet.

Mad Mike, as expected, made fun of the few Canadians present, from the Edmonton Club and me. Another member (Paul) of OZC and his son were seated elsewhere, I hope they made it home on time.

I am not a car nut, more of a driving nut. I walked around the car show, there were perhaps 70 - 75 cars to be judged in the various models and categories. Many cars had too much flash and dazzle for my taste. One had mirrors in between the bracing under the hood, many had chrome everything that can be chromed on the engines.



Datsun 510



Mirror mirror, am I the prettiest of them all?



A power hungry 232

September 2012

When the Datsun 240Z was unloaded on American shores in late 1969, it was the beginning of nearly half a century of glory for more than a million owners of the fabulous Z cars. The 240 was excellent in design and performance, but behind it lay a challenging decade of ground-breaking preparation focused on the more modest Datsun automobiles.

In 1960 America was introduced to a sturdy Datsun weighing two tons and equipped with a 1,000-cc engine. At that time, the United States was a big, new, unknown market to me who came from Japan. The goal was to match the performance of the market to the expectations of American motorists, to cultivate the trust of dealers, and to establish a nationwide after-sales parts and service network. The work and efforts were like "climbing a sheer cliff."

The Datsun was a small car but it was capable of running with big boys, so many enthusiastic owners like you gathered this week here in Phoenix, AZ tuned them up and enhanced them to participate in SCCA races in the United States and other races in Japan and Europe.

These Datsun racing enthusiasts were fanatics of sorts. They cherished the very process of bringing a car to perfection. They constantly fiddled with the engine and exchanged information about the performance of various parts. We on the sales side, seeing it as our duty and obligation to assist them, learned much from them, while enjoying ourselves immensely.

After all, a high-quality car is only a decoration for an alcove unless it runs well and provides sensation and satisfaction to owners and viewers alike. Such a car was our goal, and we achieved it.

I sincerely wish the best for Datsun Sports Car fans all over the world. Thank you very much for supporting the Z-car Convention.

"Love Cars, Love People, Love Life,"

Yutaka Katayama

Mr. K's Letter

For me the best experience was the visit to the Nissan Testing and Research Centre. Nissan really put on a good experience for all.

First we were driven around in the newest 13 seat passenger van, the driver telling us about the many test areas as we drove by them.

.... A brine trench, through which cars are driven, then driven at speed through sand and mud, the cars are left for a number of days to test the effect of the brine mixture which has clung to the cars.

....A very rough roads section, rumble and washboard surfaces, to test the suspension and to test for squeaks and rattles. If a rattle cannot be located by the driver,

.... There is a high humidity test where the cars are left for many hours in 100% humidity then another where they are left in freezer.

..... A brake testing strip, a steep incline for the parking brake test, and a skid pad.

After many days and hours of the various tests the working parts are stripped and examined, reports are sent to Detroit.

The cars are aged to the equivalent of 15 years in just a few months of rigorous testing.

The drivers work from 7 a.m. until 3 p.m. with a tech. Meeting to start the day and reports completed to be at day's end.

another technician, dressed in padding will crawl around (including the trunk), as the car goes through the test area again and again until the problem is found. A report is then sent to the design facility in Detroit.

The driver then took us around part of the 5 1/4 mile test track, which has 2 banked corners, doing over 100 MPH, he took his hands off the wheel and turned and chatted to us in the back, "Look no hands." The van stayed in the lane as he chatted. I noticed another van being followed by a few "Z"s. I wondered how much it was costing them.

We arrived back at the test centre, we saw a line of "Z"s behind another bus. It was free, we could go round as many times as we wished.

We followed the bus around the various test areas, then onto the track. The driver of the first car hung back and let the bus go ahead, then he hit the gas and the rest of us did the same. I passed 2 or 3 cars and hit 135 mph, then we had to brake HARD to follow the bus off the track. I realized I was in 5th. I just wish we could have gone further as my car has done 145, I wonder how much more I could have got out of it. The thrill of driving on a banked track was great even though I only went about half way up.

A GTR went by me as if I was coasting, then another.

I hope Eric and I will have more OZC cars with us for the San Diego Convention.

Feature Z

Capturing a tour!



The start of the Desert Lake Road taken from the iPhone...

...by me standing on the side of the road (circle inset), captured by the GoPro

Rajinda Gunasena

1990 300ZX Non-Turbo (CREATV)

Photography has always been part hobby and work for me. I have always had an SLR camera with me, but as the technology moved ahead I found that the smaller & more innovative gadgets were the way to go. One of the gadgets I bought early on, just before re-joining the club was a GoPro HERO2 camera with a kit. It's a 1080P HD camera with many attachments, including a suction cup to fix the camera anywhere on the body of your car. It also allows you to shoot in many different resolutions, wide angles as well as speeds. It's an industry-leading unit, one many of you may have seen in action sports on TV as well as reality TV shows.

I used it since the first tour I did with OZC to Sauble Beach, where I found that Peter Paumier too had a previous version of the GoPro camera fixed on his roof. He like many others did not trust the suction cup to hold the camera, and some of the guys on tour behind me were too wondering if and when my GoPro would fall. But I did trust it simply because my brother in Sri Lanka, raved about it after using it in Rally Races. That was more than enough for me to trust it, for our adventurous drives through back roads. Things were easy on that tour since I would have to operate on one other camera, the SLR that I carried with me. But it was bulky, and I soon realized I could use my iPhone for images as well as HD video. I found a unique adapter (OLLOCLIP), available at Henry's for \$ 75. It was a small adapter with a dual lens that fits on to the iPhone lens. It gives a unique Fish-Eye lens (check the view out of Eric's cottage) as well as a regular wide-angle lens, which captures some great images. Add a QuickPod holder & a Monster tripod (\$ 40) that can practically wrap around anything, and presto... I had



"Fish-eye" iPhone view of the lake

a second in-car camera, hanging down from my rear viewfinder. It was only then that my touring life became even a bigger adventure than I anticipated.

During these last two tours I took so many pictures, loads of video clips (35 GIGABYTES and counting) that I sometimes wondered if I actually enjoyed the most important part of the tour.... Driving! Especially by trying to handle all 3 cameras at once (yes I still took the bulky SLR with me). All these clips meant lots of memory and when on tour the video eat up a memory card within minutes. To avoid that I had my Mac laptop downloading the clips whenever they got filled up (sometimes while driving too). No wonder Eric thinks I am absolutely "crazy"!

One such crazy jams happened during Eric's cottage tour. Making sure there were no on coming traffic and we were on a long stretch, I would change lanes to capture the other cars. Sometimes I would drive by them as well as ask them using my walkie to pass me. But in this instance I was following Eric, Erle & Mauricio through a

straight road, with some small climbs and a few stop signs. Mauricio suddenly pulled to the left of me on to opposite lane, and signaled me with his hand to pass him. Since my camera was fixed on the rear wing area and already recording, I accelerated hard and went by him capturing the move, only to find we were approaching a climb and Erle was slowing down for a stop sign. Luckily I had enough time to cut to the left, in front of Mauricio and slow down just behind Erle.

Yup, it was a close call with the Green Machine!



ZEDLINE

ZEDLINE



Window mounted



Front fender mounted



Rear trunk mounted

But it's a craziness that seems to have caught on with a few others, as I heard a few were getting couple of in-car cameras. Bogdan has one of the most economical ones already fixed near his rear view mirror with a flip down viewfinder. It's only \$75 or so and available at the Pacific Mall, if you can find the right shop. I too had seriously looked into buying that unit, not for the tours but for my WV Jetta when my daughter drives it.

It's mostly because of the recent scam I heard that was going on in Toronto, with some drivers purposely backing on to your car and claiming you hit them. It's an insurance scam and a clip is on YouTube if you search, where one lucky Toronto guy escapes when he tells the scammer who reversed on to him, that he'd captured everything on video. In this day and age this is one more thing we have to be concerned, especially when our kids or spouses drive a car. So I may yet end up getting another in-car camera, but the purpose of this one will be security.

However the purpose of the clips I captured on tours is to make video diaries and upload them on to internet, so that everyone else can enjoy. It's a project I am currently behind, but hope to create a YouTube channel for OZC in the near future and upload some of the tours we did in 2012. Who knows, it might even convince some of you to join us and be part of the tours!



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