

ZEDLINE

2019 SPRING EDITION

ONTARIO
ZCR
OWNERS ASSOCIATION



DEDICATED TO THE PRESERVATION & ENJOYMENT OF THE DATSUN/NISSAN Z CAR

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Allan Kelly

Mike Bruce

Randy Seaward

James Brereton

Bill Politi

John Holle

Richard Pincombe

Kevin Riley

On behalf of the Ontario Z-Car Owners Association, I'm pleased to welcome all our NEW members: 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 to 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."

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Another season is upon us! It's time to get the Z out start getting ready for the tours and car shows, especially after another tough winter.

I was a bit lucky, as I was away in sunny Sri Lanka for the whole month of March. I had not been there in almost 4 years and this time I made it to my father's 85th birthday. All things considered he is in good health, even riding his motorcycle once in a while. I just wish I would be able to get into my lowered Z in another 10 years!

During my stay there I tried to look for any Z cars around. 30 years ago when I left Sri Lanka I didn't know much about the Z or it's history, although Datsun cars were very popular, albeit they had different model names. There were B211 and B310 which I believe was a hatch back and a sedan respectively. Then there was the Nissan Sunny, which was a popular family car at the time. However I didn't see any Sunnys around, although I did spot couple of Datsun B211s while I was out of the capital, touring the suburbs or what we call the outstations. I couldn't get a picture of any of them as I saw the while driving on busy streets and, holding a phone/camera is an offense over there as well.

Speaking of driving. I would just love to see how some of our club members would do on those roads, where trillions of scooters and motor bikes, weaving in and out, the dangerous tuk tuks (3 wheeler taxi) cutting you off and the moronic

bus drivers. It's practically the survival of the fittest and the bravest, and any hesitation means trouble. I did get stopped by local cops there, couple of times for some crazy violation they cooked up just to get some money. Once I oblige I was on my way! Such is life in that island of paradise. The weather was 30 plus and was getting hotter by the day, and the beaches were to die for and so were the food. I am still hoping to do my best to be there every year during winter months, for my hibernation. Which means I may have to do a Zedline or two from down there.

Getting back to the Zedline, you will note that there is no Prez says in this issue. Seems our esteemed leader is busy with his new venture of selling houses. Hope he will be out there on the road with us though!

We have the usual Events Calendar which the tour committee met and put together during my absence, the continuation of Howie's Zcon trip, a Tech article from Jack MacDowell on preparing the Z and all you need to know about Auto slalom by Howie again of course. We also have details of the Nissan Micra Cup Race event and how you can be part of the parade laps as well as a schedule of Auto Slalom events.

I will see you all of you soon on the road or at a show!

Rajinda Gunasena

Editor - Nothing but Z32

editor



**CALLING ALL
Z CAR OWNERS!**

COME WATCH THE NISSAN MICRA CUP



**MAY 18TH & MAY 19TH
CANADIAN TIRE MOTORSPORT PARK!
TAKE PART IN PARADE LAPS ON MAY 19TH**

FOR A CHANCE TO GET A TICKET REGISTER HERE: <https://www.micracup.com/eventregistration/>

Pick up your ticket at the will call that is located at the registration centre as you're coming in the front gate

- 2 admission tickets for one (1) day - Any additional tickets will need to be purchased onsite (price: 35\$ / ticket)
- 2 food vouchers for one (1) day
- Private Nissan Parking
- Parade registration starts at 11:00am at the Nissan private parking*. The parade itself is at 12:40pm

HURRY... TICKETS ARE LIMITED TO THE 150 FIRST ENTRIES!



OZC HAS A NEW HOME

Get a Special Ontario Z-Car members discount on new and used Nissan and Infiniti vehicles
Contact Jason for details



Woodchester
Nissan Infiniti



2580 Motorway Boulevard in the Erin Mills Auto Centre, Mississauga
Contact OZC member Jason Okolisan 416-988-5033
jokolisan@woodchester.ca

APR

- April 3** OZC Eastern Chapter Meeting
April 10 OZC Western Chapter Meeting
April 28 OZC Swap Meet

Watt's Restaurant, 30 Eglinton Square, Scarborough, ON
 Old Marina Restaurant, 1947 McClintock Drive, Cambridge, ON
 Brantford Nissan, 338 King George Road, Brantford, ON

MAY

- May 1** OZC Eastern Chapter Meeting
 May 5 Engineered Automotive Cars & Coffee
May 8 OZC Western Chapter Meeting
 May 15-19 ZDAYZ 2019
 May 19 Nissan Micra Cup (TO BE CONFIRMED)
May 25 OZC Halton Hills Tour - New Route!

Watt's Restaurant, 30 Eglinton Square, Scarborough, ON
 Engineered Automotive, 355 Confederation Parkway, Concord, ON
 Old Marina Restaurant, 1947 McClintock Drive, Cambridge, ON
 Fontanna Village, NC
 Canadian Tire Motorsport Park, Bowmanville, ON
 MEETUP LOCATION TO BE CONFIRMED

JUN

- June 1 Fleetwood Country Cruise-In
June 5 OZC Eastern Chapter Meeting
June 12 OZC Western Chapter Meeting
 June 13 VARAC Lapping Day at CTMP
 June 13-15 20th Annual Midwest Z Heritage
June 22 OZC Picton Wine Tour - New Route!

9282 Elviage Drive, London, ON
 Watt's Restaurant, 30 Eglinton Square, Scarborough, ON
 Old Marina Restaurant, 1947 McClintock Drive, Cambridge, ON
 Canadian Tire Motorsport Park, Bowmanville, ON
 Akron, ON
 MEETUP LOCATION TO BE CONFIRMED

JUL

- July 1** OZC Kawartha Lakes Tour - New Route!
July 3 OZC Eastern Chapter Meeting
July 10 OZC Western Chapter Meeting
 July 16-20 32nd Annual ZCON
 July 19 Downtown Milton Classic Car Show (TO BE CONFIRMED)
 July 21 ZCCR Motorfest 2019
July 28 OZC Eric's Cottage Tour - New Route!

MEETUP LOCATION TO BE CONFIRMED
 Watt's Restaurant, 30 Eglinton Square, Scarborough, ON
 Old Marina Restaurant, 1947 McClintock Drive, Cambridge, ON
 Branson, MO
 Milton, ON
 Damascus Shrine Center, Webster, NY
 MEETUP LOCATION TO BE CONFIRMED

AUG

- Aug 7** OZC Eastern Chapter Meeting
Aug 14 OZC Western Chapter Meeting
 Aug 17 Wheels on the Danforth
Aug 18 OZC 25th Annual ZedFest
 Aug 25 Nissan Micra Cup (TO BE CONFIRMED)

Watt's Restaurant, 30 Eglinton Square, Scarborough, ON
 Old Marina Restaurant, 1947 McClintock Drive, Cambridge, ON
 Danforth Road & Danforth Avenue, Toronto, ON
 LOCATION TO BE CONFIRMED
 Canadian Tire Motorsport Park, Bowmanville, ON

SEP

- Sep 4** OZC Eastern Chapter Meeting
Sep 7 OZC Tobacco Road Tour (TO BE CONFIRMED)
Sep 11 OZC Western Chapter Meeting
Sep 15 OZC Golf Tournament
Sep 28-29 OZC Calabogie Tour - New Route!

Watt's Restaurant, 30 Eglinton Square, Scarborough, ON
 MEETUP LOCATION TO BE CONFIRMED
 Old Marina Restaurant, 1947 McClintock Drive, Cambridge, ON
 LOCATION TO BE CONFIRMED
 MEETUP LOCATION TO BE CONFIRMED

OCT

- Oct 2** OZC Eastern Chapter Meeting
Oct 9 OZC Western Chapter Meeting
 Oct 19 Waterford Pumpkin Fest (TO BE CONFIRMED)

Watt's Restaurant, 30 Eglinton Square, Scarborough, ON
 Old Marina Restaurant, 1947 McClintock Drive, Cambridge, ON
 Waterford, ON

NOV

- Nov 6** OZC Eastern Chapter Meeting & 2020 Elections
Nov 13 OZC Western Chapter Meeting & 2020 Elections
Nov 23 OZC Year End Dinner & Social

Watt's Restaurant, 30 Eglinton Square, Scarborough, ON
 Old Marina Restaurant, 1947 McClintock Drive, Cambridge, ON
 LOCATION TO BE CONFIRMED

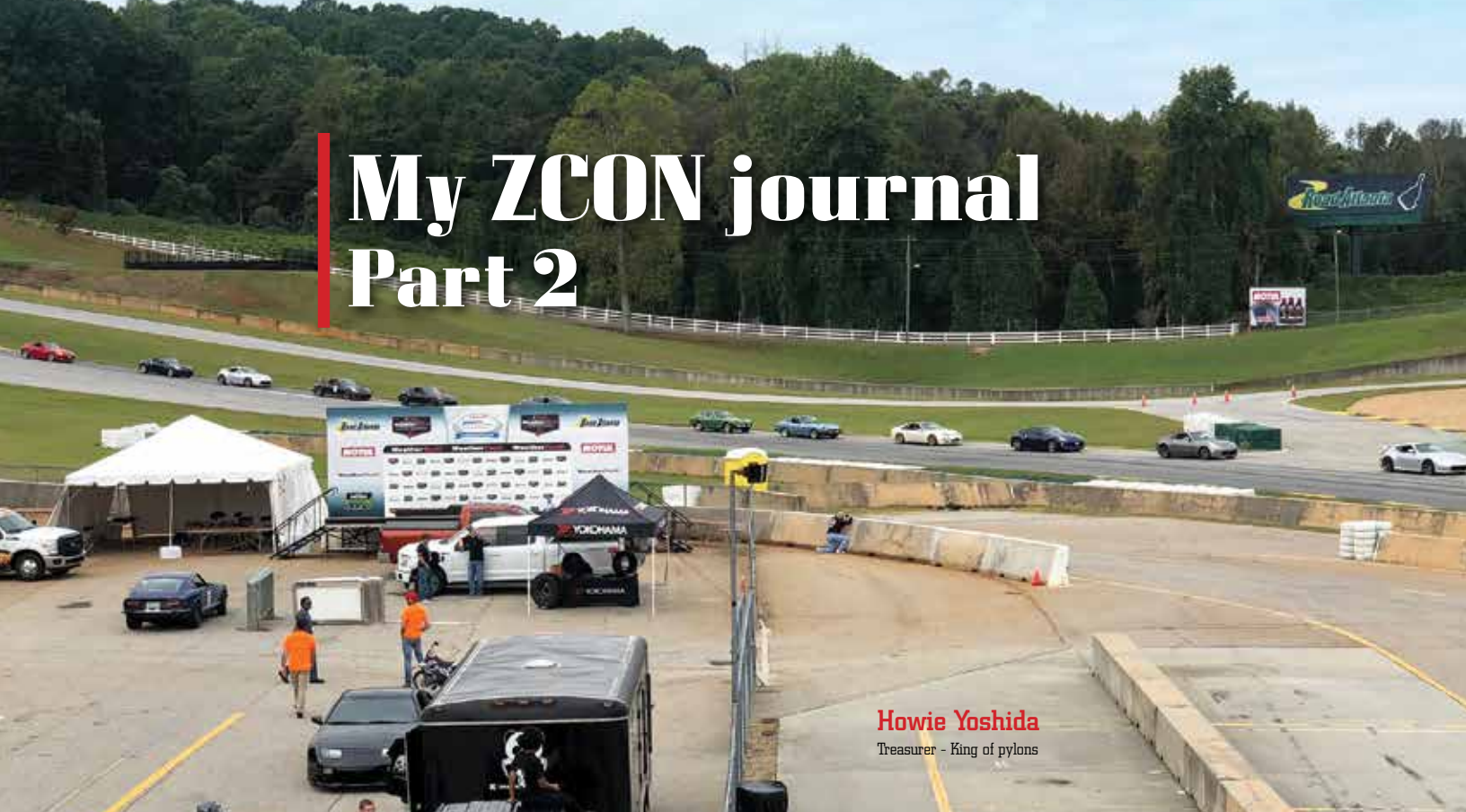
■ OZC Event ■ Eastern Meeting ■ Western Meeting ■ Other Z Event

** Please note that some of the events are still in the planning stages so check ontariozcar.com to confirm dates and location.

Have an idea for an OZC event? Contact us at info@ontariozcar.com

My ZCON journal

Part 2



Howie Yoshida

Treasurer - King of pylons

Day 6: Friday October 19, Track Day at Road Atlanta

My most anticipated event was the track day at Road Atlanta. After looking at the track layout, pictures, watching online videos and talking to other drivers who were going, I was all pumped up for this one. Thanks to Diane Dale, I had an opportunity at a club meeting, to drive a few simulated laps of Road Atlanta using her PC set up complete with a racing seat, steering wheel and pedals, quite the experience. The mandatory drivers' meeting was at 7:00 am, an ungodly hour to start the day. We were told to show up early to beat the traffic and the line up to get in. I was up at 5:00 am and left about 5:15 and arrived at the entrance gate to sign the waiver around 6:00 am. It was quiet and not busy by any means yet. I received directions to the paddock and drove in, trouble was, it was pitch black. There were no lights on anywhere but I eventually made it to the right place and parked beside Rick Scott who was just setting up his pop-up tent. I proceeded to set up my car, check tire pressures, empty it out and get it ready to go. The drivers' meeting started right on time which impressed me as the schedule was a really busy one that had to run like clockwork so no sessions were missed or delayed. Each of us met our in-car driving Instructor. I was assigned to Andy Doll. We arranged to meet back at his paddock afterwards. The other OZC drivers out for the track day were Nigel, Rick, Edmarc and Bobby Naidu.

I met up with Andy and the other students assigned to him, he had 3 of us. We piled into his truck and he drove out for our orientation laps around the track. Andy explained what lay ahead of us, how to set up and exit for each turn, where to position the car, where to look, he was a bundle of information. The layout was really something with long straightaways, imposing elevation changes, blind turns, tight corners and one scary heck of a turn where the track drops out of sight as you crest it and then it leads you down a very steep run with a tight turn at the bottom. The last orientation thing was a classroom session to go over, passing zones, wave-by procedures, flags, location of marshalling stations and safety procedures.

It was soon time to head out for my first session on the track. I picked up Andy and we were off. What an experience! It was by far the best and most exciting track layout I have ever driven. Andy was just fabulous to work with as he gave me pointers on how to navigate around the





track while staying under control and becoming used to the layout. My 280ZX runs a stock engine with about 135 HP so I had to point-by a lot of Zeds on each of the 2 straight-aways but I held my own in the corners for most part. You really should experience a racetrack at speed so between my sessions I signed up for a ride along with Al Cruikshank of Z1 Motorsports who was driving his race-prepped 350Z. My big takeaway, what incredible braking power he used to slow down and take on the tight turn after the long straightaway despite the speed we were going at. My neck was killing me from all the heavy g-forces despite the racing harness I was strapped in. Now I know why, those Hans devices are a must have.

The parade laps during the lunch break were maxed out with all the Zeds lined up. I saw Eric, Lou, Bob, Bill & Brian

Gracie out there. Later in the afternoon, the call was out to round up a few more Zeds as the group aerial photo with the cars forming the "Z" was a few short.

My afternoon track sessions with Andy instructing me were more comfortable as I gained more familiarity and confidence out there. I didn't go out for the last session as I liked to end on a high note, in one piece, safe and sound, with no car problems either and it had been a long day. I had already been hit with three strikes: (a) blown heater hose starting out for the Tobacco Roads tour a month earlier; (b) flat tire on the Dragon; (c) dead alternator on the way to the autocross. LOL! I stopped at a car wash on the way back to the hotel to clean off the bugs, brake dust and road grime from the week's driving to get the Zed presentable for the People's Choice Car Show.



ZCON Peoples Choice Car Show



Day 7: Saturday October 20, People's Choice/Z Nationals Car Show, Closing Awards & Banquet

Participating in a ZCON can be a very busy and tiring time as you can always be on the go to some event you registered for or taking in some sights or socializing with old friends. With the People's Choice Car Show today, Eric and I decided to arrive about mid-morning, sign in and just relax and take it all in.

The show was held at Coolray Field, home of the Atlanta Braves minor league ball team. Being a ball park complex, the parking lot for the show cars was just incredibly huge. The cars were parked by Zed generations but they were so spread out it seemed not too busy. Wrong, there were over 250 cars by my estimate, with over a dozen vendors set up with pop-up tents for visibility, Nissan Heritage vehicles were on display, Nissan driving celebrities and the ever popular Zee ladies were there too. If you registered for the car show, lunch was provided inside the stadium complex so that was a treat.

As it looked like rain was coming, Eric and I returned to the hotel before the awards were announced.

The closing banquet was held in the hotel ballroom which was nicely decorated. The meal was very delicious and it was sure served quickly. The staff must have been told the after dinner proceedings were going to be long. The table I was seated at included Mauricio and Lou. I had an empty chair beside me but one of them told the staff that it was occupied so each course, salad, soup and entrée was dropped off and somehow was eaten. As I looked around the room, Ontario Z-Car was very well represented at this year's convention.







By my count we had 20 members and spouses present, arriving by car and even airplane and more importantly, 13 cars participating in the events.

After dinner, Chris Karl was the first speaker up and he provided all the thanks to the convention team, volunteers, sponsors, VIP guests and Nissan USA. The raffle prizes were drawn next, then the silent auction prizes were announced, Mad Mike gave his state of the union speech and finished by conducting the live auction. The bidding was very spirited on a good number of the prizes which I am sure the organizing committee appreciated. Back to Chris who announced the winners of the judged car show categories and all the other awards too.

The last item on the agenda was the introduction of the organizing committee for ZCON 2019. The Chairman is Josh Lyman of the Ozarks Z Club who will be hosting ZCON in Branson, MO from July 16 to 21, 2019.

Day 8: Sunday October 21, Return Trip Home as far as Delphos, OH

Those of us convoying back home had agreed to meet in the parking lot for an 8:00 am departure as it figured to be another long first day drive. Peter's wife had flown in so he was on his way to the airport to drop her off for her morning flight back and then was going to join our convoy on the fly somewhere. Lou had some legal thing or traffic court appearance scheduled for Monday morning and he left really early and was driving non-stop back home. That left 7 of us on the initial leg

out and we left with Nigel leading the way again. He left the convoy just after lunch to detour off to Windsor to visit his dad on his way home. As our drive continued on the interstate highway we came up on a truck and trailer with a Zed driving beside of it too, gave it a wave and continued on our way.

Next thing we saw on FB was a pic of Eric's Z I think, under a post by Chris Karl about seeing some returning cars on the way back from ZCON. Guess that was him in the truck we passed?

Eric figured we could make it to Ohio that evening so he called ahead to make room reservations but our first choice of motel was full so we ended up at a Microtel in Delphos, OH, stopping at 7:00 pm, after an 11 hour drive. It was literally out in the wide open prairie. We selected a local BBQ place to eat. Eventually we found the Hickory Pit BBQ as it was located inside a service station sharing space with it. We thought it was only take-out but there were a few tables left so we ordered our dinners and the food was delicious. Enjoyed by all of us.



Day 9: Monday October 22, Cross Border Shopping & Safe at Home

As we entered the BBQ restaurant last night, Bill Husar noticed an Autozone store in the plaza behind it. He wanted to check out the price of some car wash soap by Meguiar's, the one provided at the ZCON Suds 'n Shine station. The store was closed on Sunday so we drove over there first thing in the morning before hitting the road. He convinced me to buy 2 jugs too.

We planned to cross the border at the Peace Bridge in Fort Erie and figured to be there just after lunch. I was the next one to split off from the convoy leaving around Toledo, OH, to stop at a Costco and at Trader Joe's. I had a specific shopping list provided by my wife to fill before leaving the US. That was completed and I crossed the border in the late afternoon. There was no line up and I was well under my duty free limit for the week so no issues there. I was glad to make it home about 7:30 pm with no problems for a change. It was good to hear that the rest of the convoy all made it safely home too. My Zed had travelled 3900 km over the past 9 days, what a workout.

LAST THOUGHTS

Unlike previous ZCONs that I have attended in the middle of the summer, this one in Atlanta, GA was held later in the Fall season and that turned out to be a great decision by the organizers. Instead of dealing with searing hot temperatures, high humidity and the worries of overheating your engine at the track etc., the weather was never an issue. I didn't miss the fact that I had no air conditioning in my ZX and the driving conditions were fine.

By far this has been the longest article I have written for Zedline so thanks for taking the time to read it. I've tried to not make it all about me but rather to focus on what makes a ZCON such a great experience and let you in on the good and not so good things too. I've been to a number of ZCONs now and each time I look forward to renewing acquaintances with the people I know and to making new friends. This time in Atlanta, I even met my namesake, Nobu Yoshida and his wife Marital, from Japan. Better start brushing up on my Japanese!





Prepping your Z

Jack's Daily Driver, 2016 Magnetic Black 370Z w ZCON 1st Place Award (3-Stage Paint Correction i.e. paint was 'jewelled' after cutting & polishing stages - then 3 year Ceramic Coating was applied)

Everyone is in agreement; this past winter dragged on waaayyyy too long - Spring is finally here and we're all happily brushing off the cob webs and dusting off the winter blahs. Speaking of brushing and dusting, I thought I would share a few professional cleaning and detailing tips with you all - your Z will thank you.

Let's start with your 'California' duster if you have one; toss it in the trash. These last-minute-at-the-car-show dust busters scratch the living crap out of your paint finish. The whole idea with these brushes is to trap dirt particles in the wax impregnated cotton strands supposedly lifting the particles off the finish instead of pushing them around. In principle, this sounds good, but in practical use the reality is the dust particles build up quickly and the brush becomes an abrasive cloth. For those that may use these; check out your ride after

you finish reading Zedline; take a close look at the paint finish with a bright white light and you'll be flabbergasted at the poor condition. And in all likelihood, even if you don't use one of these dusters, you're probably looking at similar surface conditions. When I do paint correction on my customer's vehicles, a lot of the swirls and scratches are the result of poor washing and drying techniques unknowingly applied by the owner. Using automatic car washes (I'm sure there's a few guilty parties out there :), or even do-it-yourself wash bays, can ruin your Zed's paint finish. That big foam brush sitting in that grubby tin bin - oh yeah, not good people.

What exactly is paint correction you may be asking yourself? Paint correction is a step-by-step process where imperfections e.g. swirl marks, scratches, minor chips, oxidation, and environmental fallout causing pitting are removed using sanding, buffing, and polishing techniques. I have a short 2 min video clip on my Instagram account (#jackmacsrestoshop) providing a brief explanation of an automobile paint finish. In summary; most typical automobile manufacturers in the last 25 years use a similar paint process i.e. an 'e-coat' is applied to bare metal (think of a car taking a bath in a solution that receives an electrostatic charge - the solution bonds to the metal for protection and rust prevention), then a primer coat is applied, then a base coat (colour of vehicle), and then a clear paint coat is applied for additional protection providing the glorious shine and gloss we all adore. When visible scratches are observed in your paint, most of these have gouged into the top clear coat layer - when a lot of small scratches accumulate, the finish dulls, and the colour appears to fade (the base colour coat is usually intact, but you would never know it by looking at the finish). The total thickness of the primer, base and clear coats is approx 100 Microns. By comparison, a human hair is only 70 Microns across. Now imagine sanding the clear coat



Jack Mac's 370Z and 280Z detailed and ready for rips!

just enough to remove these surface scratches, then buffing (aka 'cutting' with abrasive compound) the sanded area to remove the sanding marks, and then polishing the cut area to bring back the original luster of the clear coat.

This in a nutshell is 'paint correction'. There are additional techniques I use that have been passed on from one Master / Grasshopper to another, to remove deeper imperfections. My 'Magnetic Black' 2016 370Z is literally a magnet for scratches, which is why I have protected the clear coat with a Ceramic Coating - we'll get to this shortly. My '76 280Z (proud owner for 35 years) has no e-coat, but does have a primer coat, base coat, and clear coat that were applied by a body shop about 13 years ago. The thickness of these layers are 3x more than a robotic painting application at an Original Equipment Manufacturer (OEM). If we go back even further in automotive time, my '67 Roadster came with a thin primer coat and base coat (no clear coat). Paint correcting a base coat only vehicle is stressful and takes patience - I've seen pro's burn through to the metal in seconds. When paint correction is executed correctly though, the results are absolutely amazing on any vehicle.

Better washing techniques

With Spring here and hopefully a bounty of washing-the-car-day after a good rip in your Z now upon us, please consider the following when washing your Z in your driveway:

Try to remove as much crap as possible from the surface before you use a wash sponge or mitt. I know this is fairly obvious, but sometimes we need gentle reminders. First, I use high pressure (not too high, and not too close with the pressure washer wand to the surface - just in that Goldilocks zone) to get off the larger particles and loosen stuff, then I use a foam cannon system to 'float' dirt and crap from the surface. A thorough rinse, and then out comes the wash mitt. Use a good quality wash mitt, a couple extra bucks now will save you a ton of dough in the future. Try to keep the wash mitt clean as you clean i.e. rinse it regularly with clean water before you dip it back in the soapy water. Speaking of soap; you need to be aware of an important distinction - a soap with a low pH rating will strip wax and some coatings from your finish and you may actually want this (I do, when I'm about to do paint correction). A pH neutral soap is harmless to waxes - it washes without stripping your nice carnuba wax finish. If you're buying car wash soap at a retail store and there is no pH information on the label - stop buying it and search out the proper product. When all the washing is done, time to dry. If you let the water 'drip dry' or don't thoroughly wipe off all the water, you will have water spots. Depending on where you live, the amount of minerals in your water, and the natural environmental fallout, those water spots can do serious damage to your Zed's finish. If I encounter these with customer vehicles, I have professional grade products to use, but even then these spots can be a real PIA to remove (much like acidic bird droppings). For the longest time, I used natural chamois' to dry my own vehicles - I switched to soft (expensive) thicker Microfibre towels a couple of years ago and prefer them. Both are effective and I highly recommend you use either to completely dry your vehicle - just be careful not to scratch the surface when doing so. If you drop your towel or chamois on the ground.

Stop. Don't pick it up - shake it - and use it. Go get a backup, or go wash it immediately before using again .

Now, how can we make washing our vehicle more streamlined, less time consuming, and produce better results? We can apply Protective coatings. Wax is the go-to product for a lot of enthusiasts. It can be quite time consuming with traditional paste based products to apply, or a little quicker with spray-on products.

A real good carnuba wax, when applied properly, leaves a buttery smooth finish that feels so nice to the touch and provides several months of protection from the elements. Wax products typically 'stick' to the top coat layer of your paint finish. Polymer based coatings can actually 'bond' to the finish, which offers longer protection than the short lived wax products. Enter Ceramic Coatings; at a nano level,



Jack's 280Z in a rain storm at the Brack Classic Hill Climb, water beads right off thanks to a protective coating

liquid ceramic coatings chemically bond to the paint surface. They are more expensive than good waxes and can be a challenge to apply (in fact, many coating manufacturers only have certified installers apply their coatings because they offer product warranties and want the their product applied correctly), but the results are truly amazing. As a trained professional myself, I'm amazed every time I apply these coatings. This protective layer then makes washing your car a breeze, protects against minor surface scratches (another fact; some ceramic coatings are self-healing), minor stone chips, fallout, bird droppings, etc and gives your Zed a real depth to the paint finish. If your budget allows, you may want to consider ceramic coatings for the body panels, the wheels, and the windshield. It's all about looking after your prized possession and maintaining its value - in some instances, increasing it. This leads me to my final thought... the importance of preserving original parts.

Continued on page 21



Autoslalom? Yours to discover!

Howie Yoshida

Treasurer - King of pylons

This isn't the first time I have provided this information about the motorsport activity known as autoslalom.

Lately, it seems there has been a bit more interest by club members based on questions I've heard my way and my constant pleading for more guys to come out and give it a go.

Full disclosure here and thanks to the SPDA for some of the following text which I grabbed from their autoslalom school document. Autoslalom (or autocross, a term more commonly heard in the USA) is a low-cost grassroots motorsport discipline that allows almost anyone to enjoy the thrill of automotive competition in a safe, controlled and legal environment.

An autoslalom event consists of competitors driving through a "race course" clearly defined using traffic cones, laid out on a large parking lot or other paved surface like an airport apron, runway or even a race track. Cars compete independently of each other and at no time can there be contact with another competitor. Each run is electronically timed. Almost any driver can participate in almost any car, no matter the age, the make, the model or the modifications that have been done. As long as your car meets certain safety standards, there is a class for you. Autoslalom emphasizes driver skill and vehicle handling rather than just flat out

speed. The corners are tight and there are lots of them, the course layouts are not long so the driving is exciting, challenging and then over before you know it. Autoslalom speeds do not exceed those normally encountered in highway driving.

Cars are divided into classes and categories. Classes separate cars by performance, so that compacts, sedans and the like compete against each other. Porches, BMWs and later model Zeds would be in a different class.





Categories separate cars according to their level of preparation, such as stock, modified, prepared or race. The complete descriptions of classes and preparation allowances are spelled out in the Canadian Automobile Sport Clubs – Ontario Region (CASC-OR) Autoslalom rule book if you are really interested in the detail.

The skills you learn and practice in this type of motorsports; smooth transitions, enhanced braking, forward looking vision, driver positioning and skid correction will have an immediate impact on improving the safety and skill of your street driving. Autoslalom is an excellent way to teach car control to all drivers, again in a safe environment.

Q1: Who runs these autoslalom events and where can I find more information?

CASC-OR sanctioned events are insured through ASN Canada and are conducted under the watchful eyes of CASC-OR Safety Stewards. The rules and guidelines established by CASC-OR and enforced by the Safety Stewards are what makes this one of the safest motorsports.

CASC-OR hosts a number of message forums on the Internet, for the various types of motorsport disciplines such as Road Racing, Time Attack, Autoslalom, Ice Racing and Rallying.

Here is the link below:

CASC Forums: <http://www.casc.on.ca/forums/>

Go to the website and click on the Autoslalom Specific Forum. Any car club under the CASC-OR umbrella, that runs their own autoslalom series should have their series information such as their event schedule, costs and regulations posted here, so use this site as a good source of information. Get involved by registering with a Username and setting up a password which will allow you to post questions and obtain answers to what you are looking for.

Q2: Any suggestion which series/club to try first?

After you open the Autoslalom Specific Forum, then click on the PITL thread. This is "The Push It To The Limit" (PITL) autoslalom series. I suggest you consider attending one of their events yourself to find out what this autoslalom talk is all about. PITL is a very friendly series with lots of guys willing to help out newbies. Their events this year are being hosted





at a new venue, Mohawk Raceway on Guelph Line in Milton. Here is the link to the PITL series website below. You'll find information on their schedule, classifications, rules, sign up, sponsors and results.

PITL Autoslalom Series: <http://www.pitl.ca/>

This is a very popular series and their events are regularly attended by numbers in the 80 to 100 + range.

Q3: What does an autoslalom event cost to participate in & how do you pay?

As you can imagine, it could take a lot of time before the start of an autoslalom event for each driver to fill out a registration form and pay their entry fee. To reduce the paperwork before each event starts, some series such as PITL require you to pre-register and pay online if you plan on participating.

Car clubs normally run a series of autoslalom events rather than just one event. The number of events in a series may run from a low of 5 up to 8 events. Event costs run from \$40 to \$55 each with discounts provided to their own club members vs one-time guests that show up. Sometimes food for lunch is included in your entry fee. You may hear talk of registering for a complete series. Why would you do this? If you do, you could accumulate points depending on how well you do, towards a series championship for prizes or trophies, reduce your paperwork and stay with the same car competitor number.

Here is the link to the MotorsportReg website:

https://www.motorsportreg.com/index.cfm/event/register.start?utm_medium=web&utm_campaign=signin&utm_source=motorsportreg

Some of you that have attended a track day or a race school may be familiar with this process and have an account already. In order to pre-pay for an event, go to this website. You will have to set up your own account by registering with a Username and setting up a password. Follow the prompts to fill in your personal and car information. You will have to register a credit card too for your payment options. You then search for the event you plan to attend and work your way through their process.

Q4: What other clubs run an autoslalom series that may be closer to home?

Lucky for you this year, there are at least 5 clubs running their own autoslalom series!

a) Twin Lakes Motor Club (TLMC):

<https://twinlakesmc.org/autoslalom/>

Their 8 event series runs out of the Barrie Molson Centre just east off of Hwy 400. They have one of the bigger parking lots available to them and tend to run more free flowing and quicker courses.

b) Saint Lawrence Automobile Club (St. Lac):

<http://stlac.ca/welcome/what-we-do/>



St. Lac has run autoslalom events at club, regional and national levels. Their venue is the Picton airport which is currently up for sale so their summer autoslalom series has not been announced yet; however, their events on May 25 & 26 are confirmed. Their course layout runs on 3 long interconnected runways forming the longest and fastest layout of any club.

c) Western Ontario Sports Car Association (WOSCA):

<http://wosca.ca/>

Their 11 event series runs mainly out of Hiawatha Horse Park on London Line in Sarnia. My experience at their events has mainly resulted in lots of runs due to the smaller amount of competitors out at their events. It's a very friendly club and I've really enjoyed attending their events when I've been able to make it out there. Worth the drive.

d) Oshawa Motor Sport Club (OMSC):

<https://www.oshawamotorsportclub.com/>

Their autoslalom series is usually run out of Durham College Whitby Campus. Due to construction at the college, they are reduced to a 3 event schedule with 1 event at the Whitby Campus and the remaining 2 events at Canadian Tire Motorsport Park in their paddock lots. As a bonus for the events at CTMP, alligator lapping on the race track during the lunch hour will be featured.

e) BMW Trillium Club:

<http://www.casc.on.ca/forums/showthread.php?t=35838>

Their 6 event series runs out of The CAA Centre (formerly Powerade Centre) on Kennedy Road in Brampton. I haven't attended a BMW autoslalom for quite some time now so I have no current news on how they run their events. I have lots of experience with other clubs that used to run autoslalom events at the Powerade Centre including the ZCON autoslalom event I coordinated when OZC hosted ZCON in 2016. Fair warning for those Zeds with low ground clearance and suspension issues, the parking lot was starting to show its age back then and very little repairs has been made since, to the parking lot.

Q5: What is OZC's interest in having an autoslalom event, let alone a series?

What a timely question. It just so happens that one of our very own members, Jack MacDonnell has started up a new business venture, Jack Mac's Resto Shop in Brockton (on the way to Walkerton). As one of our new sponsors, take a look at his first brand new advertisement in this issue of Zedline. To kick off his new business, Jack has sponsored a 5 event autoslalom series called "GRIP" Autocross Championship Series, which will be held at Full Throttle Motor Speedway on Hwy 6, RR #3 Durham. Dates are listed in the series flyer which is published in this issue of Zedline too. Although there are so many events to choose from this summer, for those interested, OZC is going to try and organize a group to take part in one of the GRIP autoslalom events, maybe for the June 23 or July 21 date. Stay tuned for details once confirmed on our event calendar.



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'GRIP' Autocross Championship Series

Where: Full Throttle Motor Speedway, Varney ON

When: 5 Dates - first one May 26th 2019

Cost: Only \$35 Per car for 'GRIP' members!



Vehicle must be licensed for the road and insured.

DOT approved street tires.

All makes, models, and years welcomed.

Car classes; 'Stock', 'Superstock', 'Modified'.

2019 Confirmed Dates:

May 26

June 23

July 21

August 18

September 22

Cost for non GRIP members, \$45

For all Dates:

Registration Opens at 10am

Mandatory Driver's Meeting 10:30am

First car on course at 11am

More details on facebook:

GRIP (Grey Region Import Performance)

and

www.fullthrottlemotorspeedway.com

www.restoshop.com

Prepping your Z

Continued from page 15

The restoration part of Jack Mac's Resto Shop is focusing on using as many original parts as possible when restoring older vehicles - high vehicle appraisal value, return on investment, and happy customers are the results. Today, enthusiasts are spending 10's of thousands of dollars restoring classics to their original condition. Many restorations usually includes mechanical upgrades (a mantra I promote), and you've seen the television programs and likely been to the same car shows I have, the original look is top of mind with enthusiasts. If customization is present, it's tasteful, not destructive to the original character of the design. Because of this, keeping your Zed (whatever year it is) in excellent condition both inside and out will pay dividends in the future - be it for your children, or your neighbor who drools every time you pull into your driveway and ends up making you an offer you just can't refuse. Look after your Z car and Z will look after you.

Long time Z car owner, motorsport enthusiast, restoration specialist and professional detailer.

Jack MacDonnell

Owner/operator - Jack Mac's Resto Shop Inc

www.restoshop.com



'67 Datsun Roadster interior - restoration in full swing!

A large banner for Jack Mac's Resto Shop. The banner features the shop's name in a stylized font, a checkered racing flag graphic, and the slogan "YOUR RIDE, OUR MISSION." Below the banner, there are several yellow and blue boxes containing text about services and contact information. On the right side, a man in a blue hoodie and cap is shown working on a car with a polishing machine. In the bottom right corner, there is a logo for the International Detailing Association (IDA) with the text "MEMBER", "CD CERTIFIED DETAILER", and "SV SKILLS VALIDATED".

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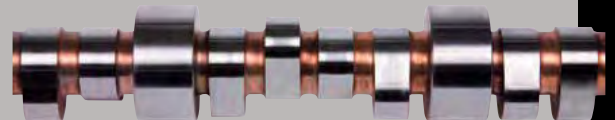
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