

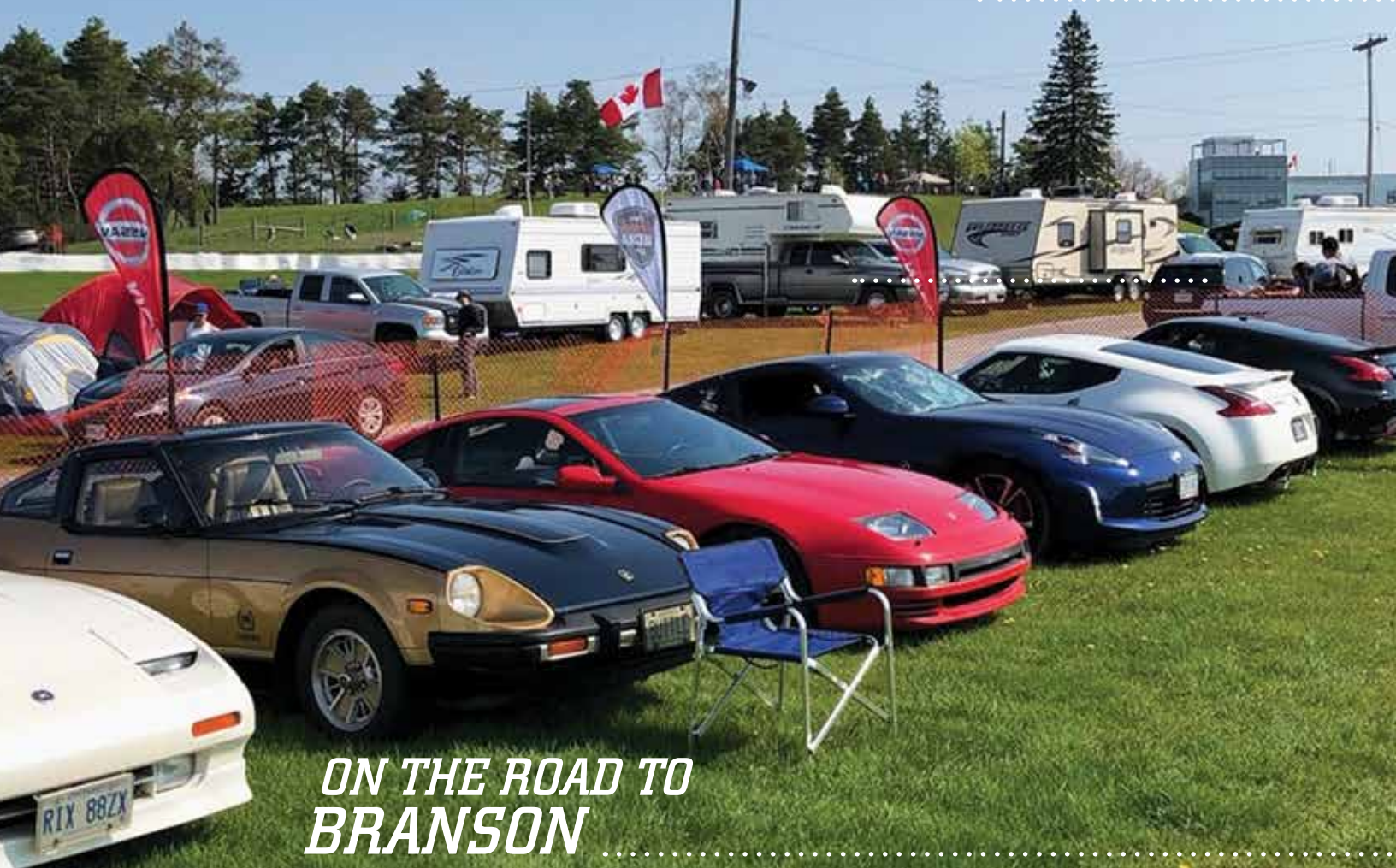
ZEDLINE

2019 SUMMER EDITION



*SPRING SWAP MEET
GOOD BYE RICK*

*OZC WINS BIG AT
BRANSON ZCON!*



*ON THE ROAD TO
BRANSON*

*THANK YOU NISSAN
FOR MICRA CUP!*

PETER'S ADVENTURES

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Patrick O'Donovan

Liberato Scasserra

Randy Moore

Avis Mackenzie

Dean Pavloff

David Yee

Bradley Maurich

Nancy Carter

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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Interview

I surely hope everyone has been enjoying the summer and all the activities that summer can bring, whether it's with family and friends, or maybe even some coworkers or colleagues (if you're fortunate enough to work with ones you want to see outside the office). Maybe you have just found time to take a quiet and solitary drive in your Z car. If your Z is anything like my 350Z, then quiet wouldn't play into that last descriptive part so maybe just solitude eh? Anyhow, I think the summer has shaped up to be a pretty nice one considering how slow a start it had, even back in June with the uncharacteristically cold weather. We have a new month name for June now. It's called January! The club has had some great events so far with more to come for our members to enjoy. I want to take this opportunity to acknowledge the OZC executive committee who work hard in the planning and execution of these events. We all have busy lives, with friends and family competing for our time. It can be difficult to juggle and prioritize all the stuff that one wants and tries to do.

For me, it's definitely been a different summer than the last one as I find myself back at school and learning something new for the first time in a long time. Studying is not exactly how I envisioned myself spending the summer. Nonetheless it's one of those things that one is required to do to help enrich and hopefully improve one's life. Enough about me though. How bout those Jays! Sorry Blue Jay fans. I didn't mean to mock but I think maybe a late summer come back may be in the works for them.

I'm going to take this opportunity to just talk about one of the events that I attended this summer so far. That was the 2019 ZCON in Branson, Missouri. It started off last year at ZCON in Atlanta, Georgia when Mauricio and I decided that trailoring our Z's seemed to be a better and more comfort-

able option--especially for those of us who possess above average size rear hind quarters that can make a potentially 20 hour drive quite excruciating. I didn't think my wife Kim would have minded either, since packing her luggage now was a "free-for-all everything and the kitchen sink" scenario! Honey. Twelve pairs of shoes. Really? I want to give a special mention to Diane for allowing me the use of her trailer for the trip. Thanks Diane.

So we left my place and both Ford F150's with the Z's in tow headed out on our journey towards the Canada/US border. We got to the border and the traffic was backed right up to the top of the bridge as we came over the pinnacle. God bless the Nexus lane! What a relief it is to have those Nexus passes as there were absolutely no cars in front of Mo and me in the line. "Suckers", is what I blurted out for Kim to hear as I looked out my passenger window and watched all the cars in the line ups go by. Four hours later we pulled up to Chris Karl's place in Chardon, Ohio and bunked down for the night. Thanks Chris for putting the three of us up for the night and not showing me again how the damn shower works! Six a.m. the next morning Chris led us now from his place with his truck and trailer and we headed out. Less than an hour later Jim Roark joined us enroute with his yellow 350Z and we started our little convoy towards ZCON. Thirteen hours and several fuel stops later we reached our destination... Z Mecca! The people and the events were amazing! The Ozarks club did a fabulous job of putting on a great ZCON! Right from the opening ceremonies to the Texas chili party on day one, to the closing banquet on the last day, everything went off without a hitch. All the events--Judged Car Show, Lake Boat Cruise, Auto X, Roll/Drag Racing, Guided Road tours, Xtreme Go-Karts, the People's Choice Car Show etc.-- were top notch. I highly recommend to any of our club members, if you have yet to attend a ZCON event, put it on your bucket list!

I wish everyone a safe and enjoyable rest of the summer. The OZC executive committee always looks forward to seeing you at some or all of the events, especially Z-Fest. Please look over our calendar of events. "Just Do It" should be your motto for the rest of the season! God bless!

Lou Pereira

Z32 Project Chernobyl, 350Z

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jokolisan@woodchester.ca

In the hole!

editor

It's not a secret. I have not been at this year's OZC events, except for the spring swap meet, which I went to because I could pick up my Z from Brian Gracie's winter storage garage. I went with Mo and Lou in the truck. Mo towed his Z32 while Lou drove Mo's other recently sold 350Z back. All went well for us, until trouble started when I uncovered the tarp on my car, and found a puddle of oil, collected on the plastic pan I had placed underneath the car. After 30 years I knew the Z32 had some old leaks, but this time it seemed more. After topping up with oil, driving back was not an issue. The Turbo was there when needed and I enjoyed the drive home, with my buds. Little did I know at the time that it would be the only tour I'd be doing with them this year.

The issue was that once I came home, I noticed more oil had dropped on my drive way. Few days later, I took the car to Bobby and sure enough he confirmed that there was an oil leak from the turbo. To be more specific, from an oil line. It's an easy fix, only if you had tiny baby hands to reach those clamps that he suspected needed fixing. The reality is that the Z32 engine is so stuffed, it needed to be dropped down, to reach them. Well, that was it for me! With all that was going on in my life, the last thing I wanted was to repair the Z. So I put it on hold. I knew it would be one of those years that I would take a hiatus from the events.

So without the Z, I have been driving my Jetta around town, in this season many of us call the "construction" right after the "winter". Good thing too as I found the front end of my Jetta making all kinds of noises. First it was both front links that I had to replace. While it lasted for a month or so, running over some crater like pot holes in downtown area, took care of the right side lower control arm. Hurrah... more expenses! Replaced that side, only to find now there's still a rattle, probably on the other side. Visited Bobby again and sure enough, one of the links were broken again. Finally got it repaired and the ride is smooth and no noise, but for how long, I have no idea!

The Jetta is 2014 year model, and driving it on these crazy construction filled roads, all I could think of was what would have happened if I was driving the Z! Obviously, the beating on an older car would be brutal, but also quite expensive to fix. So in a way, I was glad the Z was parked at home, while I suffered on the many roads under construction around town. Which brings me to my newest pet peeve!

Am I the only one who thinks it's a conspiracy how most of the manhole covers are placed on our roads? Almost all of them are perfectly lined up over our tires! It's okay if the transition from asphalt to metal cover was smooth, but no! They are tiny craters themselves! I wonder if it is that hard to plan and have them on the middle of a lane, between the lines so that the 4 tires go on either side? Some are placed well, but not the majority! You got to drive like you were on an auto-slalom to avoid one manhole cover after another. I found this seemed to irritate your average driver behind you with no track experience and it scared the heck out of the driver in the oncoming lane. Next time you are on a city drive, check how many of those pot holes your tires go over! I bet you'd be surprised by the results.

Although I was not at the events, I tried my best to help out with the club stuff. Other than the Zedline, I also worked on most of the design related issues with the web site, flyers for events and trophy designs for Z-Fest. I have to say the guys were patient and understanding with my delays or lack of contributions. I managed to get the trophies done for Rick. Eric did an amazing job of collecting all the articles for this issue, along with Howie who writes a lot as usual, and Lou for pushing me to complete the Zedline. The big guy even stepped up and has written a Vice- Prez says in this issue. Thanks Lou, Eric, Howie, Diane, Mauricio, Brian and the rest of the guys for putting up with me during these few months. I hope to be back soon in full flow in one of Z's, back on the road with the rest of you!

Rajinda Gunasena

Editor - Nothing but Z32



GOOD-BYE RICK!

For those of us used to the alternating venues (either Whitehead Performance or Brantford Nissan) where we convene the OZC annual swap meet, the location for this year's event was a repeat performance of the 2018 location. It was Whitehead Performance's turn to host our swap meet but due to a number of extenuating circumstances at the shop, Mike Hansen had to decline to host the day, so we approached Rick Scott to ask if Brantford Nissan would do double duty for the 2019 swap meet. Rick had a number of work and other commitments to take care as he was busy with his transition, moving to retirement mode and bringing his replacement up to speed on all aspects of the job at Brantford Nissan but he came through for us! Timing worked out great too as the swap meet was held on April 28th, the month we normally hold our annual kick-off event for the year.

We lucked out with respect to the weather as no rain was in sight and the outside temperature was decent enough to keep the guys setting up to sell in the parking lot, reasonably comfortable. The OZC Executive showed up early to set up the club table and get ready to do the business of accepting membership renewals, selling newbies on the merits of joining the club, promoting future events and selling club merchandise.

Speaking of merchandise, Terry Weston soon arrived with coffee, Timbits, muffins and donuts compliments of OZC for all in attendance. Due to the short notice and keeping things



simple from an organizational and workload viewpoint, the BBQ featuring hamburgers and dogs was not around this time so those morning snacks were appreciated. Terry brought out the usual club wear featuring hats, t-shirts and jerseys to fill out our table and we moved to selling mode.

Tables were slowly being set up inside the shop and the sellers began to fill out the space and bring out both their new and used parts, body panels, wheels and tires etc. Eventually I took a walk around and counted over 12 guys behind tables selling all kinds of stuff. Outside was perhaps a bit more spaced out, compared to other years. Lots of browsing, talking and bargaining was going on. Overall, it didn't seem as busy as there wasn't any big rush of people about mid-morning but just a steady flow of them through the day as the event went on.



Our club table was doing brisk business anyway as lots of people were renewing their memberships and we signed up a bunch of new members. OZC ended up the day with 11 members renewing and 4 new members being signed on. The club account grew with a few merchandise items sold off too.

Brian Gracie our Western Vice-Prez, had a special award that he had made as a token of OZC's recognition and appreciation to Rick for all of his hard work and Brantford Nissan's generosity in support of the club over the past years. A round of applause and a big cheer went up when Rick stepped up to receive it from Brian. Although Rick leaves Brantford Nissan, with a wealth of knowledge and expertise in sourcing vintage Datsun/Nissan parts and all, he's not fading away. Keep an eye on our OZC Forums for an upcoming announcement from Rick about a new business venture he is working on. His contact info has changed too and that will also be provided.

I'd like to close out this piece with an email that Rick sent out, prior to his official departure from Brantford Nissan, to all of his friends, associates and customers in case you missed it.

Howie Yoshida

Treasurer - King of pylons





In Rick's own words

To all my Friends, Business Associates and Outstanding Customers:

On July 31, 2019 I will be retiring from the automotive field that I have spent 43 years involved with. The last 35 of those years at Brantford Nissan. It's hard to believe that 35 years have come and gone! I have made many new friends along the way and have enjoyed working with you all.

Thank you for your support for all these years!







OZC WINS Branson





BIG AT THE n Z-CON!



On the road to Branson

In the spring of 2018 at one of our Eastern meetings, I threw out the idea of a group of us traveling to ZCon via the Tail of the Dragon and taking an extra day to drive through the Smoky Mountains. At each meeting a few more people got on board until we had about a dozen cars in our Convoy.

This year I threw it out that we should do the same thing but make our first stop in Auburn, Indiana where we could tour the Cord/Duesenberg Museum. I got quite a bit of interest in at least convoying for the first day. We arranged to meet at the Ingersoll ONroute at 9 Sunday morning because that is just west of where the 403 joins the 401, making it a good point for anyone coming from Hamilton. Originally we had JP and Bobby coming from the Far East, Ross and his wife, Leslie plus Bob coming from the Hamilton area, and Laverne and Edward coming from Kitchener for a total of 7 cars. I left very early from the cottage and arrived at the Onroute to be escorted to a parking spot which Bob had found in the shade. While lining up for coffee, Ross joined me. We got a call from JP, who somehow had stopped at a different ONroute. We established that he was probably at the West Lorne ONroute which is west of the split where 402 heads off to Sarnia. I asked him and Bobby to wait there, we would catch up as soon as we could. This meant that we would go past the 402 split to Sarnia. There's no way I was going to go through Detroit, so I thought we could get back up to 402 and cross at Sarnia. I also got a call from Laverne and

Edward that they had been delayed and to go on ahead and they would meet us at the end of the day at the motel we had booked in Auburn. When we got to the West Lorne ONroute, I got a call from JP establishing that they were at the Cambridge on route, almost 200 kilometers behind us, so we decided to go our own ways.

I Google mapped a route which took us through an Indian Reservation onto Walpole Island then across the St. Clair River on a ferry. Since it was just Ross and Leslie in their Hyundai, (a whole other story), and Bob and his beautiful 280ZX, it was an easy decision to take the ferry. That turned out to be a real nice experience, only our three cars and a motorcycle and a totally hassle free 20 minute crossing to Algonac, USA. From there we worked our way up on back roads to Interstate 69, where Ross and Leslie went their own way, and Bob and I carried on to Auburn.

We cruised at about 80 miles per hour for the rest of the day and pulled off the ramp into Auburn and lo and behold, Edward and Laverne were on the ramp right in front of us. Bob wanted to get checked in on Monday, while Laverne and Edward and I wanted to take an extra day and tour the Cord/ Duesenberg Museum, as well as do some Route 66 adventures. Bob left early the next morning to drive all the way to Branson that day. We had a nice tour of the Museum, got on the interstate for a while, then Laverne led us off on some side roads and made some Route 66





stops. We spent Monday night well past St Louis, Missouri, which made for a short run into Branson Tuesday morning. Laverne got us off the interstate and we took 125 down to Branson, a Road similar to our Southwood Road.

We got checked in, found everybody had arrived safely, and we all got busy washing our cars ready for the judged show the next morning.

Eric Zondervan

240 Z - Road Warrior



THANK-YOU NISSAN CANADA!



Thanks to Nissan Canada, Ontario Z-Car members were invited to attend the opening races of the 5th season of the Nissan Micra Cup Race series. The races were part of the Castrol Victoria Day Speedfest Weekend held on May 17-19, 2019 at Canadian Tire Motorsport Park (CTMP).

The race weekend also included a number of returning race series, albeit with new sponsors. The Backpain GT World Challenge America Race featured prestigious names like Camaro, Porsche, Ferrari, Audi, Mercedes Benz, Maserati, Lamborghini, Bentley, McLaren, and Ford Mustang. Not to be missed was the Porsche GT3 Cup Challenge Canada race along with the Canadian Touring Car Championship (CTCC) race. Thursday and Friday were set aside for registration, testing, practises and qualifying sessions. Each of these series including the Nissan Micra Cup one, featured separate races, one each on Saturday and Sunday. What a weekend it was set up to be!

You've heard it before but it's worth repeating for those not familiar with the Nissan Micra Cup Race series. With the support of Nissan Canada, it began in 2015 as an affordable racing series. All the drivers are placed in totally identical versions of the Nissan Micra. The cars are almost stock except for racing suspension, racing brake pads and safety equipment. Over a season of 8+ races, all things being equal, the most skilled drivers would be expected to rise to the top and compete for the championship.

Nissan Canada extended invitations to all Micra and Zed owners to attend both race days on the weekend. Ontario Z-Car chose to attend the race on Sunday as parade laps on the big track were being offered that day only. A convoy out to CTMP was organized and a bunch of us met at Kennedy Commons Mall early on Sunday morning. Four Zeds showed up: Lou Pereira in his 350Z, Nigel White had his 240Z out and on the road for a change (surprised to see his Camaro missing a chance to go to CTMP), my 280ZX, and we welcomed a new member to the club this year, Chris Vieira with his light cream-coloured 280ZX, another S130 added to the small number of us in OZC. We would have had another Zed in our convoy as our club Prez Mauricio was there too but he graciously brought out his truck instead of his 300ZX so he could transport the club pop up tent. Off we went and we soon arrived at the CTMP registration building where we picked up our entrance passes and food vouchers. We also came across a bunch of other OZC members doing the same thing.

Nissan Canada had set up the Zed corral to organize parking space for all the Micras and Zeds out for the day. It seemed big enough but it began filling up quickly as the morning passed on. We set up the OZC club tent as a gathering point for the drivers' meeting where we were briefed about the parade lap rules and what not to do! Nissan Canada set up security for the corral and a number of their employees were out in force too. Our host Roxanne was there again this



year doing a great job making sure there were no problems. The Micras led the way out as a group, followed by the Zeds as we left to drive out onto the track for the parade laps. Taking a quick count, there were about 25+ Micras and over 40 Zeds leaving the corral. I happened to be near the front of the Zed group and a rather big gap appeared between the Micras and the Zeds as we pulled out onto the track. This provided some of us with a small opportunity to do some "spirited" driving on the shorter straightaways and a good number of the corners before we were pulled off the course. Sure it was a short run but anytime you get the chance to drive on the CTMP grand prix track for free, well how can you pass that up?

After the parade lap, we parked our cars and headed over to get something to eat. The afternoon was spent watching some of the races and wandering around the paddock to get a closer look at all the race cars being worked on, talking to the drivers and crews and soaking up the great weather that day.

Not taking anything for granted here but this has been a recurring event the past few years, thanks to the generosity of Nissan Canada. Keep an eye out on the OZC events calendar next year if you are interested in going.

Thank-you again Nissan Canada for inviting OZC out to the races with you!

Howie Yoshida

Treasurer - King of pylons





Hello from North Bay!

Hello from North Bay with a tour in late June worth sharing. It's an annual tour we make on the bikes, or in our Zed that is always wonderful. Like most tours we picked a weekend (June 29-30) and then make the plans with reservations on the Chi-Cheemaun Ferry for Saturday @ 1:30pm traveling out of South Bay Mouth on Manitoulin Island to Tobermory. Starting in North Bay it's a 3 hour drive plus stops so Debby and I met up with friends (Mark & Jocelyne) at 7 am and traveled west on HWY 17 thru Sudbury and on to Espanola. This is where Hwy 6 starts and eventually, it ends in Port Dover. We had great weather that weekend and for the 2 1/2 hour ferry ride and winds from the NW made it smooth sailing. With the Scion FRS, and our 370 Z parked down below deck we enjoyed a great lunch, then sat on the top deck till we were called to our cars.

On arriving to Tobermory we travelled south for 2 1/2 hour to Meaford Ont. where we had an AIR-B&B booked for Saturday night, (Steak, Lobster, and Scallops) & some great wine was our menu that night wow! Sunday had us travel 1 hour east to Durham where our son Kent and family live, but had to stop at one of our favorite restaurants on Hwy 4 in Flesherton, The Flying Spatula Diner (Food Network "You gotta eat here") for Sunday Brunch Buffet, truly awesome!! With a full belly it was off to visit family and the 3 1/2 hour drive home to the Bay. A road trip with family and friends, good weather and our Zed, a tour worth sharing!

Thank You
Jeffrey Armstrong
OZC member #1001
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djarmstrong@sympatico.ca



My 240 Journey

Firstly, one should understand that I'm not that mechanically inclined. Change the oil and check the fuses is about all I've ever done other than a very careful Honda cycle overhaul as a teenager. I understand most things: I read all the manuals of every car I've had, but never had the garage space or the time or family history of a father or brother or uncle that loved cars.

Cars were a utility to me, until a co-worker of mine, a mild-mannered computer programmer named Dieter Schroeder showed up with a 240z sometime in 1974. I was stunned; it was so beautiful and affordable. Within 6 months I essentially gave away my Toyota Corona for the most beautiful silver 240Z that featured spectacular rims and an Ansa exhaust that resonated particularly well in my apartment's parking garage. I loved that car! Of course, the love affair couldn't last once a family came along & I did the Volvo convert. For years after I would ponder where my 240 went. It was like a girlfriend one can't forget and never really gets over... (I'm presuming).

I think it was in Kijiji about 10 years ago, that JokerZ of Ontario Z advertised the 240Z, with an artful description and a price of \$2,000. Modified L28 engine, great rims and near perfect chrome, peeling gray paint and some bondo (it turns out). It wasn't running, but had potential.

I forget JokerZ's name (my apologies), but he said the frame was in good shape. Original owner was a famous Canadian broadcaster. I didn't do an exhaustive examination, just paid Joker & had it towed to Ital Motors at Caledonia & Lawrence as they had been the mechanic for my Fiat Spider. Sal at Ital ripped out the floor and added steel floor pans that I had purchased from a gentleman from Kingston. I then took the wife for a ride. I just about gassed her and myself as the fumes were so bad. With the windows open, negative air pressure seemed to suck in the exhaust gases. She rightly said "I'm not getting in that thing again".

Right then I realized there were a lot of things I didn't know about the car, but first things first: a complete strip. I replaced the fiberglass fenders with metal, courtesy of Rick Scott, new back hatch from a Z owner west of Collingwood who threw in more fenders, hatches, scoops etc. I sold a spare hatch to another Ontario Z member. Paint guy in Whitby was recommended by Scot, an original Z member. Scot also sold me the smaller padded racing steering wheel with Datsun center piece...very nice! The paint guy took almost a year, but I liked the result. We didn't have enough blue, so he added silver metallic and the result was even better. I bought a 5 speed transmission and center console from



a guy who had a mobile tire changing business and who drank a lot of beer in his shop. He used the sump as his portable toilet; boy did the place smell.

In anticipation of an engine swap I bought an L28 from a kid in Leamington and contracted to have the engine swapped out. It turns out that the engine wasn't swapped, only tuned. I almost got stung, but apologies all around. He then said I needed a head gasket replacement and the block needed resurfacing. He estimated \$1,500 - \$2,000. Hearing this, I finally decided that I needed some one very experienced in 240Zs to resolve the very long list of big & small items that were needed for a roadworthy car.

Enter Laverne Burkhart who is known to all and basically took over the project. It was clear to me that he had previously solved every problem this car had ever had. I presented a list of every problem from cosmetic to mechanical to body/exhaust and after a test drive Laverne added to the list. The most amazing was the head gasket. His view was the block was fine; no grinding/surfacing required. Bing, bang, boom... a new head gasket done and on to the next item. The head gasket & new fuel lines reduced the exhaust smell, but Laverne artfully contrived to seal the back end from exhaust fumes. I've added an AC system so that I can one day take the car to a southern Z convention in comfort.

While I can't claim to have done any of the work myself, I met a lot of people on their home court while looking for parts and who were willing to provide advice. Many of these Z lovers will probably not remember me, and after 10 years I don't remember many of their names. I'm encouraged that much of my interactions have been with guys in their early 20's and it's clear the love of the Z is getting stronger all the time. To the new tuner generation, it's the iconic car and my wife finds it astounding the number of times someone engages me in conversation over this car. If I had a Ferrari, no one would be interested. This car has a look and provenance that 20 year olds find uniquely compelling. It's a rare diamond. Hard to believe I paid \$2,000 for it.

Peter's Adventures!



Peter Paumier

In 2008 I visited my son in Dawson Creek, BC. I was just into my return drive, I was listening to CBC Radio North. Being interviewed was the director of a youth club/Friendship Centre in Inuvik. The lady mentioned that the club needed computers and other items. The program registered with me. As I drove towards Grande Prairie I saw the sign for Hay River, which on the southern shore of Great Slave Lake.

I had always wanted to experience the midnight sun, so, on a whim, I did a U-turn and went north on Hwy 35. 6 hours later I was parked on the beach at Hay River watching kids playing on the beach and in the water. I stayed until just after midnight, then drove around the town. I saw youngsters hanging around, some looking for trouble no doubt, others just lounging - bored with little to do and nowhere to go. This registered too.

Driving south back Hwy 2 at Grimshaw, (with the sun, low on the NORTHERN horizon and blinding me from all mirrors), the CBC Radio had a repeat of the program I'd heard earlier. Having seen the youngsters in Hay River, the interview really got to me. I got home, 4,000 km later, with my head abuzz, I decided to try and get computers to the club.

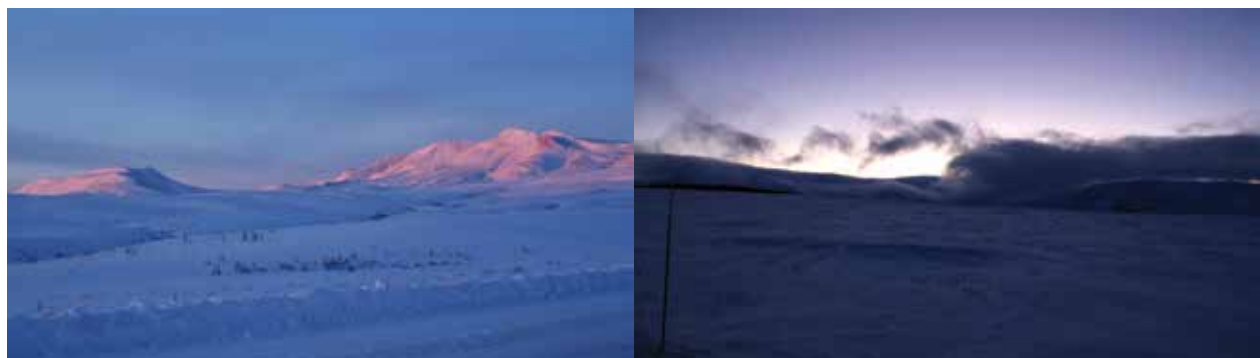
I asked around, the word spread and soon I had computer towers and screens overflowing in my basement. The Firestone factory had recently shut down, the manager delivered 50 complete systems to my house. Now I had a problem, I'm a computer dummy, how to clean out and reload over 100 computers. An unknowing friend had phoned the local paper who wanted to do a story on my project.

The basement and the spare room were filling fast. Out of the blue a missionary called me. He'd done a similar project - container loads to countries in Africa. He volunteered to clean and reload for me. He lived in a second floor apartment in Elmira. For weeks I took 10 at a time and came home with 10 ready to go towers. By this time I'd been in touch with youth clubs, Friendship Houses, womens' shelters, then libraries, schools and even hospitals, so many people were telling me of theirs and others needs.

Now transport came to mind. Rent a Uhaul trailer? No, too much weight for my Durango to haul, plus I'd have to deliver it all the way back to Edmonton, my last delivery was to be in Inuvik. Ayr transport came to the rescue, they took all computer sets to Yellowknife. I got in touch with the MP for the NWT and he arranged for another shipping outfit to deliver to all locations. I had 185 systems, they were all delivered as soon as the ice break up was finished. This was in June 2009.

I drove north and crossed the Red River by ferry on its second trip of the season. I visited all locations, from Fort Nelson, to Yellowknife, Fort Liard, Fort Simpson -- all over the NWT. I met wonderful people, saw fantastic scenery, thousands of buffalo, many bears, wolves, lemmings, moose, wild horses and golden eagles along the fabulous Dempster Hwy. The silence at the plinth at the Arctic Circle was awesome.

My next trip to the north was in my Hummer 3, leaving home on Feb 10 2010. That's another REAL ADVENTURE, including driving on the Arctic Ocean.





OZC Friends & Family Golf Tournament, Sun. Sept. 15, 2019

Tired of driving cars? Come on out and drive some golf balls instead! OZC is putting on a fun day at the golf course for golfers, hackers, duffers and the like.

DATE & TIME: Sunday September 15, 2019 at 11:00 a.m.

LOCATION: Carlisle Golf & Country Club
523 Carlisle Road
Carlisle, ON L0R 1H0
Phone: 905 - 689 - 8820
<https://kaneffgolf.com/courses/carlislegolfclub/>

COST: OZC Members \$80, Non-Members \$100, for golf, sleeve of balls, power cart, prizes, dinner.
Or join us for dinner only, \$35 per person.
Maximum of 32 golfers so register and pay up early to ensure your entry.

PRE-PAYMENT MANDATORY: Must be received by Thursday September 5, 2019.

SCHEDULE: 10:30 AM Check in for all players. Find your foursome, read rules, get your power cart, score card and loosen up.
12:00 PM First group tees off playing a Scramble format.
5:30 PM Dinner & Presentations

Payment options: 1. In person to any one of the Executive Committee;
2. Use your PayPal account & send the payment to OZC at paypal@ontariozcar.com;
3. Use your online banking account and send an INTERAC e-Transfer to howieyoshida@gmail.com;
4. Mail a cheque (& email Howie) to the OZC mailbox to be received **no later than Thurs. Sept. 5, 2019**.

DIRECTIONS: Carlisle Golf Club is located 10 minutes north of Burlington, Google Maps is your friend.

OTHER DETAILS: Players with all levels of golf experience are welcome. The scramble format allows for a stress free and enjoyable day on the course. We'll laugh with you NOT at you!

QUESTIONS: Contact Terry Weston: terr.weston@gmail.com or
Howie Yoshida: howieyoshida@gmail.com

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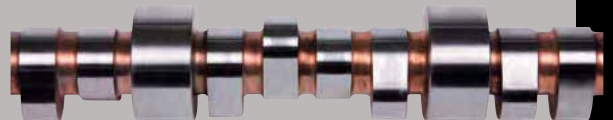
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