

# ZEDLINE

2019/20 WINTER EDITION



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# newcomers

## Steve Wheeler

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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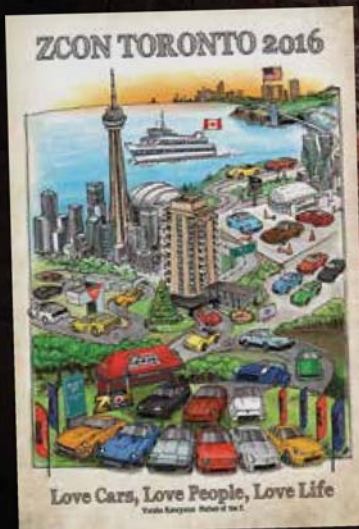
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W

ell folks, here we are again in the middle of a cold and long winter season! Much like all of you, I dread the idea of having to bundle up to stay warm and shoveling copious amounts of the white stuff that blankets the country in these long months still ahead. I do try though to stay in good spirits as I endure the long wait and fantasize about driving my Z when the spring weather finally arrives.

For those of you that don't know who I am, my name is Lou Pereira, your newly appointed club Prez. I've been a member of OZC since 2012 and I look forward to many more years of involvement with it. I would like to send out a great big thank you to my buddy and our retiring past president, Mauricio Gomez. What a wonderful job he did while at the helm of the Executive Committee. Thanks Mo for leading this band of wonderful misfits the last few years and I know I have some big shoes to fill as I take office.

That being said, your club executives have been working hard to keep the club strong and active. We had an executive meeting in Hamilton on Sunday, January 19, the day after the big snowstorm. In spite of the weather, all 9 of us attended, with Brian arriving first from Tillsonburg, Eric from Orillia rolled in next with a full cab, having stopped to pick up me, Raj and Howie along the way. Terry and Bob had the shortest drives, as they live in Hamilton. Diane made a solitary drive in from Bolton. We were also very glad to welcome back an old friend to the Executive Committee in the way of Nigel, who is now our Eastern VP, backfilling my vacated position. We had a heavy agenda, so we got right to work before even eating. After covering the usual topics, budget, Z- Fest, membership, Zedline, advertising and promotion, we got into a long ongoing issue, the forums.

We spent a lot of time on this topic, based on the fact that it sees little usage, is difficult to keep up and running and not crashing and having had very little positive feedback when we reached out to the users. Raj is reporting in detail about the future of the forums elsewhere in this issue.

Another topic we discussed was initiated by Diane. We want to be sure our efforts are giving you the members, the best possible experience. To that end, we are proposing a strategy session where we will brainstorm the results of a survey which you may have already received notice of by an email from Bob Chwalyk. The strategy session will involve as many of the executives as can participate, plus some invited guests including past members of the executive and other prominent club contributors. Should you feel you have valuable input, please contact one of the current executives for an invitation to attend.

Here's a big shout out to those who have submitted articles for this issue. We can only keep Zedline up and running if we keep getting content. If you have sent something to Eric and don't see it this issue, it's because we are full up and are saving it for a future issue, a great problem to have! I would also like to take this opportunity to remind all of our members to try and pay their 2020 club membership dues as soon as they can and to support OZC and future club events. I look forward to seeing more and more of the members becoming involved in all that the club provides. On that note, I wish everyone safe winter driving and zee y'all later!

### Lou Pereira

President - Z32 Project Eternity, 350Z





## OZC member discount pricing at Milton Nissan on top of current Nissan Canada promotions<sup>#</sup>

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# If you build it they will come.

Famous last words from a fictional book. But will it really happen? This is the question that has been bugging me for a long time, with reference to the OZC Forum. We had a Forum, a very vibrant and active one. In fact, the Forum WAS the website before I came along and Zak used to administer it. There were so many discussion threads, polls and tech articles as well as lot of buying and selling going on there. It was built on a platform that was heavily tweaked to suit the needs of the day. It had few on-going problems when I came along and Zak was moving on out. He advised me to upgrade the software, which by the way was not one of the most popular ones out there. We paid for the upgrade and the issues started from there on. There were complaints that the set up was not what it used to be. The home page did not look like the way it used to be and so on and on.

We did our best to try and make the users happy but the NEW version of this software had a different set of controls that made that task difficult for us, who are part time computer geeks at best and volunteers to start with. Needless to say, the Forum gave us all kinds of trouble, things were disappearing, login and password issues appeared, as well, mass emails to the users were hard to send out too. We paid for technical support from the developer but to no avail, and things were getting worse everyday.

In the meantime, the newer mediums like Facebook, Twitter and Instagram were taking off. Facebook has been a great success as it caught a wider range of newer and younger users, bringing a lot of attention to the club. However, it has limitations, as most of our members are NOT on social media. Let's face it, they are more old school gear-heads than new technology geeks. We continued to get questions asked by former and new users about the Forum, most of whom looked to use the buy and sell feature through the board.

The OZC web site is built with a program called Wordpress, a free open source software well supported by the community and hosted separately on the same hosting server as the Forum. It has Forum software much easier to use and maintain and needs minimal coding knowledge as well. It is not however compatible with the current OZC Forum software, which is called V-Bulletin. So simply moving it to another platform with all the existing content (that means all your posts and past archives, images etc.) was not a straight forward process. Again, we paid a third party software company in an attempt to import all items to a new platform. Although it brought all the articles, along with user information etc., it did not bring the images you attached on your posts, as well as your login information (Passwords). To get this working, we would have to manually re-attach the countless number of images from the server matching

your old articles. But sorting out the login/passwords was a nightmare for us and was near impossible. So that attempt to convert the Forum was stopped dead in its tracks.

Throughout all this, we had many pleas for help to anyone on the board to help us with some solutions and help with tech issues but so far there has been no solid help show up. We really wish there was someone who is well versed in Forum issues that could help us! There have also been suggestions thrown around to drop the Forum, especially since the social media sites have taken off so well. I for one do not want to lose the Forum as it is a better home for technical articles, buying and selling. So I have presented another solution to the club Executive Committee and they have asked me to present it to the members. While the current Forum is still on line, we have built a completely NEW FORUM using Wordpress. It has the same categories and set up as the old forum, except it will not have any content at all. It will be a blank canvas for all of us to start all over again. Everyone that is going to use it will have to go through the registration process as a new user with a username and password. The good news is you can use your old username to register and start populating with posts. You can even re-post your old tech articles with your same images so that they can all be preserved.



We will have this linked to the website as the NEW FORUM, underneath the existing Forum button. Both Forums will be on line till we get most of you back on the NEW Forum, and enough old archived articles are re-posted again. This is the only way we can move forward and build the NEW FORUM for all to use going forward. This will also prove if that saying is true and you come to the NEW FORUM that we will all build. So keep an eye out on the OZC website and an e-mail alert when the NEW FORUM is ready for you to give it a go! We can do this.

**Rajinda Gunasena**

Editor - Nothing but Z32

editor



# 2019- Fall Golf Tournament at CARLISLE GOLF CLUB



**Howie Yoshida**  
Treasurer - King of pylons

In an effort to get more people out to our annual golf tournament, we tried to pick a golf club, closer to the GTA area to reduce the driving time to the event for those attending and still be an interesting course to play. Thanks to our Merchandise Director and avid golfer, Terry Weston, he found a good tournament package at the Carlisle Golf Club, located just north of Burlington.

In order to secure a booking though, we needed a minimum of 24 golfers which was a higher number of participants than we have experienced in the past few tournaments.

We had our work cut out for us to obtain that many participants as we put together a flyer and emailed it out to the members. Our Social Media Director, Diane Dale posted it on Facebook too and any club members that were playing, were encouraged to bring family or friends to make up their own foursomes. Our event included a round of golf, a cart to ride in, a bucket of balls for the driving range, a sleeve of OZC logo balls, prizes and a dinner banquet. Despite all the enticements and concentrated efforts to get people to sign up, pay and play, as the deadline arrived to confirm our numbers, we just made it over the minimum number required, topping out at 25 participants.

Twenty-five golfers do not make for even groups so we set up five foursomes, a threesome and a twosome to tee off. Eric Zondervan brought out a family golf foursome and four other friends to play. They made up the 2 odd numbered groups but as soon as they got away and out of sight of the starter, we had them join up as a fivesome to speed up play. We played a scramble format for the tournament where only one score was recorded for each group on every individual hole. We had a few specialty

holes set up too where prizes were given away for added incentive and more entertainment. It was planned as a fun day and not for serious golfers only so we hoped to please everyone.

If only the weatherman would have cooperated! What is it about Hamilton and rain at OZC events? Our last two Z-Fests there, have been rained on that dampened attendance and spirits. Golfers expect to occasionally play in rainy conditions and are prepared for them. Sure enough, rain eventually came down and then out came the rain gear. Some of us continued on, some took shelter, waited out the heavy rain and then continued their round. Eric and Jim got soaked and decided to head to the clubhouse to pack their round in early. Eventually, the remaining golfers that pushed on, finished their rounds and we all dried out in the clubhouse. I collected all the scorecards and markers to sort out the group scores and the winners of the giveaway holes. We waited around for a short time







while the banquet staff prepared all the food and trimmings. Dinner was served and enjoyed by all of us.

Getting down to the business of announcing the scores and handing out the golf prizes, followed by a good number of door prizes, rounded out the day. According to the score cards, Terry's foursome had the lowest score of 67 which was 5 under par, congratulations to them. The longest drive hole was won by Rohan Wallen, who was part of the Wallen family group that Eric brought out. We gave out closest to the pin prizes for the par 3 holes. These prizes went to Reza Fathi, Alisha Wallen, Edmarc and of course, Raji won one too.



If we can generate enough interest next year, we could hold another golf tournament but nothing is firm yet. Keep a close watch on the 2020 OZC events calendar if you are so inclined.





# I am Marshall

**I** heard the call for more input into the newsletter, so here it is. It's not about Datsuns but has a lot to do with racing.

As some of you may know I have recently retired!! Woo Hoo!! A question that I routinely get asked is "what are you going to do?". Well, I will still be involved with new and used Datsun parts. My company name is Canadian Zed Parts EH! Also with my contacts I will be able to acquire many brands of performance items and also a complete line of high quality AMSOIL products. So I'm sure that I'll be fairly busy. In keeping with the question of what will keep me busy, I have joined the ranks of Motorsports Marshalling Services. This is the group responsible for performing the marshalling duties at a number of tracks around Ontario. Canadian Tire Motorsports Park being the main one. These are the people that you see stationed around the race course dressed in white and waving various colours of flags.

Now to the untrained eye you might think that these individuals have had too many bumps to the back of their heads. All that hand gesturing, whistle blowing and waiving of flags actually mean something. We are providing an EXTREMELY important service to the drivers. We communicate with them through these signals. Many corners at CTMP are blind. Meaning that the driver can't see what is happening around the other side of the corner. It's our job to inform them when there is a situation. We do this by waving the flags. Each corner (marshall stand) has a captain that is wired into race control. This is very unique. Most systems at race tracks run on radio frequencies that are open for fans and race teams to listen to. MMS system has 12 headsets that are hard wired into the track. This goes to race control and nowhere else. The 12 captains that operate these units have been trained in the proper usage, language and calmness to get the point across. The corner is staffed by two to four marshals. You have a captain, safety and flagger. A lot of the time you will see marshals using face to face flagging. The safety is looking back track and the flagger is looking towards the corner. Each stand looks after the track from their stand to the next stand. The safety is there to make sure if an accident should happen the flagger is out of the way of flying debris.

I'm sure that most of you know what each flag means but we can also say a lot by the way we present the flag. A standing yellow flag displayed at a corner says that there is a situation OFF track in that corner that the driver should

be aware of. A waived yellow means that the incident is on track and you might have to change lines in the corner. If you see the flag being waived very aggressively it's a large issue, slowly and it's still a problem but not major. We have a couple of corners that the flaggers are placed across the track from the marshall stand. There is no radio communication to these people, it is by hand signals. That's one of the reasons we wear brightly coloured gloves. There is a very select system in place for these commands. It looks very confusing but once you get the hang of it, it makes sense.

Our job as marshals is to pay attention to what's happening on track in front of us and report to the captain if it needs to be addressed. I have seen many things get tossed off of cars at speed (tie down hooks, GO\_PRO cameras, tools, bolts etc). If any of this stuff lands on line we use the debris flag (yellow and red stripped) to point it out to the driver. This flag can be used for oil and rain as well. It should never be waived as the stripping might confuse a driver into thinking it is a red flag. We usually point the flag at the spot where the problem lies.

I am on probation for ten races and watched like a hawk by the captain to make sure that I'm understanding and also sending the correct signals. Once that time frame is up I'll be a full fledged marshal. There are also more courses available for upgrading your status. Like headset training, blue flags and fire suppression. So far I have found my fellow marshals to be fun to be around but when the green flag drops VERY serious.

So the next time you're at a race track, pay attention to the marshals and you'll stay more informed as to what is going on track during the day. By the way. We need more people!! Next time you see me please ask some questions about being a marshal or go to [motorsportmarshalling.on.ca](http://motorsportmarshalling.on.ca)

**Many of you are now aware that I have retired from Brantford Nissan as of the 1st of August 2019. If not consider yourself informed. Brantford Nissan will not be offering any discount as they had in the past. Just mainly because I'm not there and the staff has no experience with Zeds.**

**Going forward you can still contact me and I'll be happy to help find the items you're looking for. I've maintained a lot of my contacts for all kinds of new and used parts. I've also started an AMSOIL dealership and can supply lubricants, not just for your Zed but everything else that you own!**

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# Year end social dinner



**I** Even though our November date for the year end dinner/social had been selected months in advance when we set up the club's event calendar, the selection of the restaurant was still TBD less than 3 weeks before the scheduled evening. The Executive Committee just didn't get our act together by making some early calls and deciding on a suitable location. We took the easy way out and asked ourselves, where haven't we been to lately? Weather and driving conditions could be an issue at that time of the year and asking people to make a long drive to get to the place was a bit of a concern too. We ended up making a reservation at Vinnie Zucchini's Italian Eatery located in Vaughan, near Canada Wonderland. It was in 2016 when we were last there for a dinner and there weren't a lot of complaints received about the food or the venue. A flyer was made up and emailed out and posted on FB to get the word out.

As the deadline arrived to confirm final numbers with the restaurant, we ended up with 35 people attending. It turned out to be a small decrease from the previous year's dinner. Driving to the restaurant that evening was no problem as winter conditions were not upon us yet nor was the temperature outside frigid at all. Inside the restaurant, the staff seated our group in their private room where we took up most of the seats but ended up sharing the room with a few other tables, not an issue. The buffet was really good as we had quite a delicious selection of food such as soups, salads, bread, pasta, chicken, seafood, fruit, cake and pastry to choose from. Seating was not crowded and there was ample room to move around and chat between walks up to the buffet and back.

After everyone had their fill, the formalities took place. Unfortunately, our outgoing president Mauricio Gomez was not able to attend the dinner to give us his exit speech; however, our former Eastern VP, Lou Pereira filled in. This was quite appropriate as Lou stepped up to take on the role of our next president. After he thanked everyone for coming out, he highlighted some of the events the club ran for the year just ended and assured them the Executive Committee would be hard at work soon, planning the 2020 events.

That closed off the evening program and things wrapped up. We did not end the evening with the usual process of giving out tickets and drawing for door prizes that the club had purchased. Instead, we decided to pay out more money to keep the member's cost of the dinner down which ended up benefitting everyone that came out rather than the lucky few that would have gone home with a door prize.

Hope to see more of the members along with their spouses or friends at the year end dinner in 2020. If you know of a great place to hold it in late November, we'd love to hear from you, sooner rather than later!

## Howie Yoshida

Treasurer - King of pylons







# 2019-YEAR





END SOCIAL





**E**veryone is familiar with the air driven impact wrench. They have been an indispensable tool in every automotive shop for decades, with their unmistakable sound emanating from every garage. They make quick work of loosening large and/or rusted fasteners that would otherwise require lots of time and physical energy to break free. However, they require a bulky, heavy and costly air compressor as a power source, which you are then tethered to by an air hose. The required space and expense of a compressor is often not practical for the DIY'er. The wrenches themselves also tend to be heavy and bulky, and overall are not really suited to frequent use or in tight spaces, particularly on smaller fasteners. However, with the advent of lithium batteries, electric cordless impact wrenches became a viable alternative, and their popularity has grown significantly over the past decade. Unfortunately, in order to be effective, cordless impact wrenches have still been fairly heavy and bulky and not particularly suitable for smaller fasteners. But that is now changing with the arrival of compact cordless impact wrenches driven by brushless motors. Brushless motors have a significant power advantage over the traditional brushed motor, and therefore can be housed in a smaller package.



Most if not all of the big name power tool manufacturers are introducing compact brushless impact wrenches into their lineup. Note that these should not be confused with impact "drivers". While they look almost identical, impact drivers have a 1/4" hex drive socket anvil, whereas impact wrenches have square drive, male anvils, typically in the 1/2" size. Impact drives are tailored towards driving screws and lag bolts into wood and sheet metal using screwdriver bits and nut drivers. They often have multi speed switches to limit the maximum speed and torque for more delicate work. Impact wrenches on

the other hand, have heavier duty hammers to aid in breaking free stubborn fasteners and use traditional automotive type sockets. You can add adapters to either type to make them multi-purposed, but there always trade-offs to doing so, and my application was going to be primarily for automotive use, so I was interested in an impact wrench.

I was initially intrigued by the Bosch PS82 brushless impact wrench. It's ultra-compact, at only 5.5" in length and less than 2 lbs, with the battery completely housed in the handle, yet it can output up to 85 ftlbs with the 12V lithium battery. This would make it easy and comfortable to maneuver in



tight spaces and should be perfect for fasteners up to and including M10's and 3/8". It sells on Amazon for \$220, including the tool, charger, 2 batteries and a case. However, because I already owned a DeWalt cordless drill that came with a charger and two 20V lithium batteries, I looked into what DeWalt had to offer that I could purchase as a "bare" tool, without batteries or a charger, since the 20V batteries are interchangeable among all of their cordless tools. The DeWalt DCF-890b (b for bare) has the same overall length of the Bosch but weighs slightly more because of the larger 20V battery and the battery clips to the end of the handle, so it's not quite so compact. However, it can deliver up to 150 ftlb of torque, and I was able to purchase one though Amazon on sale for \$129. It has a 3/8" square drive anvil, allowing for thinner wall sockets that can reach into tighter spaces. It also has 3 led's incorporated into a ring around the anvil to help light up your work location, provided you aren't using a deep socket, which will cast a shadow. This is a big improvement over the single led on my drill, which always has a shadow cast by the drill chuck

My first test with this impact wrench was on one of the lug nuts on my Z that was torqued to 80 ftlb. After some brief hammering, it was able to break it free and spin it off the stud. You do have to take the torque ratings with a grain of salt, since there are many variable that can affect the applied torque. On that note, it is important to use impact specific sockets and accessories to get the maximum torque possible. Regular hand ratchet sockets are not designed for impact loads and will flex, absorbing some of the energy that would otherwise being going into rotating the fastener. This can make all the difference between breaking that rusty bolt loose, and just making a lot of noise. So, be sure to invest in a decent impact socket set. I picked up an 83 piece set of 3/8" and 1/2" drive impact sockets and accessories at Canadian Tire for 62% off, as part of a Boxing Week sale. If I'd only gone shopping the week before Christmas, I could have had it for 75% off!

My first real project with this wrench was the replacement of the ignition coil pack on my Subaru Forester. Not that big a job, but there were a half dozen fasteners and a few hose clamps to remove, and I was doing this outdoors in December, so time was of the essence. The wrench made quick work of everything, blasting out the M6 and M8 bolts in seconds and backing off the hose clamps. The variable speed trigger allowed me to ensure I didn't over-torque the fasteners when I bolted everything back up, giving them a final torquing with a hand ratchet. Following that, I used it to disassemble and reassemble some exercise equipment that I was moving upstairs. Again, the impact wrench made quick work of all the fasteners, particularly some nylon locknuts which are especially tedious to remove and install with just a hand wrench. I'm looking forward to some bigger projects to really put this wrench through its paces. But based on my initial impressions, it's going to be a game changer!

Caption for the included picture: "My collection of impact wrenches. A 150 ftlb DeWalt brushless electric, a 300 ftlb Mastercraft electric, and a 500 ftlb PowerFist air wrench.

**Nihel White**

VP Eastern - Truckman

# WE WANT TO HEAR FROM



Early every year the OZC Executive gather and craft the schedule for all the events and activities for the year. Tours, car shows, socials, trips and all sorts of awesome activities.

Normally we think we have a pretty good handle on what our members are looking for – but this year we thought we'd check in for sure. Coming soon to your email inbox (or it may have already arrived) is a link to the OZC Planning and Feedback Questionnaire.

This less than 5 minutes survey will tell us what you're looking forward to in 2020 and is a great opportunity for you to give us meaningful feedback to see how we can improve the experience for everyone and where we should focus our efforts. If you haven't received the email, please contact Bob Chwalyk at [rchwalyk@rogers.com](mailto:rchwalyk@rogers.com) and ask him to send it your way. It may mean that we don't have an accurate email on file.

**By February 29** – please tell us your ideas, give us your feedback and let us know how you'd like 2020 to unfold with the club. We're looking forward to hearing from you!



# Craving Some Social?

**Diane Dale**

240 Z - Queen of the Track

One of the most important reasons we all belong to a car club is for the social connections it provides. Not only do we get to spend time with the coolest cars on the planet – but the people (and their families!) are pretty awesome as well. Sharing a common passion can cause great friendships – some of you may not know just how long many of our members have been hanging around together. Longevity and commitment to the OZC club is one of our strong suits. We're a pretty friendly bunch and are always welcoming new members into the fold.

In addition to some great summer events and activities – we hold monthly meetings to keep the momentum going (year round in the East and through the nicer months in the West).

The eastern meetings are super relaxed and casual. We get together at Watts Restaurant (at Eglinton Square) the first Wednesday of every month. The meeting starts at 7:30pm but usually everyone arrives early for some food & socializing and stays later for more catch ups. We talk about Club events, activities and projects – and dream up new ideas and more reasons to get together with or without our cars.

The western meetings are also a social style meeting. They're typically held the second Wednesday of every month (April through November) at the Old Marina Restaurant on Puslinch Lake – but check our website for the latest updates. Club updates are given at the meeting, but for the most part story telling from members in attendance are the norm. If you are seeking advice on your car project then this is a great place to be. We have a good number of western members with an incredible wealth of knowledge. We welcome anyone to come out enjoy a beverage and/or a dinner and some great company.

For more information on the Eastern Meetings contact Lou Pereira at [loupaulo21@gmail.com](mailto:loupaulo21@gmail.com)

For the Western Meetings contact Brian Gracie at [bkgracie2@gmail.com](mailto:bkgracie2@gmail.com)

If you're located in a different area and might be interested in starting a new chapter – contact Lou to discuss – we can help you find out who else from the club is in your neighbourhood!





# VEGA

## EVX Supercar

About an year ago I was browsing through my social media pages when I came across a news item of a Super Car being developed by my birth country, Sri Lanka. They had a skeleton of a car, with a nice 3D rendered shape of a cool looking sports car. If anyone knows about Sri Lanka, you'd know they do not build any cars, let alone a super car. They do have a couple of plants that assemble a few models from other manufacturers under one a local brand name. Sri Lanka builds bus chassis to fit into trucks, or lorries as we call them back there. They are talented and hard working, but a completely new design based super car was not something I thought was possible.



So I filed it under the fake news or someone's wet dream that would eventually get crushed by a corrupt politician who'd ruin it requesting a huge commission or share. This happens a lot there with politicians and one of the reasons why Sri Lanka is still in the "developing" stage of countries for decades.

However just few weeks ago I found a YouTube clip of the car, the company and the man behind it being interviewed by the local media. Seems the car is now a real thing, runs, break records and is currently on the way to the autoshow in Geneva. Huge deal for a country like Sri Lanka, and suddenly it got me excited and proud of them. Watching the clip I found that the car is called VEGA, translated to speed in my mother tongue Sinhala. The company behind it is Vega Innovations and a parent company called CODE-GEN, a locally successful big software development company. Sri Lanka along with our neighbour India, are well known for IT and Software expertise and have several companies that deal with larger blue chip companies all around the world.

The CEO is Harsha Subasinghe, a maverick entrepreneur who is not scared to take on a challenge with young engi-

neers, developers and other dreamers to come up with this project. He is sort of known as the Sri Lankan Elon Musk, for his success in the industry and risk taking and venturing in to new groundbreaking technologies, similar to the man from Tesla. Turns out this super car is also completely electric and has far better numbers than the leading technologies out there, on speed, performance and the life of the battery.

Here are some of the impressive numbers they got so far:



TORQUE: 760Nm  
POWER: 804hp  
ACCELERATION 0-100km/h: 3.1seconds  
RANGE: 250km

Fully electric, two seater super car, in a handmade carbon fiber body powered by a dual motor all-wheel-drive drivetrain. All automotive electronics, including the liquid cooled motor controllers and LiFePO4 battery pack is designed and manufactured in-house, showcasing some of the most advanced technologies in the EV super car space.

Advanced traction control inverters for electric vehicle applications, using patent pending technology for lightweight, high power density requirements. Capable of 350kW peak power, operating up to 900V and 600A. Liquid cooled with pin-fin structure baseplate proprietary technology, reducing costs and enhancing lifetime of the solid state devices. Expertise in engineering custom motor controller for high performance EVs to 2 wheelers.

If this turns out to be a success it will be a huge boost to Sri Lanka. Hopefully the cost of the car will be less as the labour costs are much cheaper than North America, Europe or Japan. Will keep you all informed of it in the future and hopefully no self-serving politician gets in the way of this becoming a reality!

**Rajinda Gunasena**

Editor - Nothing but Z32





# | Track Day at CTMP!

**Interested in an exciting and safe low-cost track day opportunity on the Canadian Tire Motorsport Park Grand Prix track?**

Ontario Z Car is inviting all its members to join the Vintage Automobile Racing Association of Canada's "Street Car Lapping Sessions" on Thursday June 18, 2020 at Canadian Tire Motorsport Park.

These sessions are part of VARAC's annual Vintage Grand Prix practice day – so no doubt there will be some exciting cars on track to watch between the lapping sessions.

The day is cast as a "friendly" day with conscientious drivers – so it's a good opportunity for novices as well. It's not meant to be a heads down intensive track day – simply learn to drive pretty quickly in a controlled environment on an amazing track. (Mentoring will be available from a number of the VARAC Vintage Race Car Drivers at no extra cost). (FYI, convertibles ARE permitted).

This day is only \$350 – you will not find this price for this track any where else. **BOOK NOW** – as there are a fixed number of spots and they're filling up fast! Visit [www.varac.motorsportreg.com](http://www.varac.motorsportreg.com) and register just for the test day as part of the 2020 VARAC Vintage Grand Prix.

If you have any questions you can reach the VARA test day organizer Walter Davies at [walter.davies@me.com](mailto:walter.davies@me.com)

If you're interested in hearing first hand what the experience is like, feel free to reach out to OZC members Nigel White or Howie Yoshida – they've enjoyed this event in the past and highly recommend it.





# 15,000 km Summer of 2019

I am kept a log of all my fill ups last year, starting from August 18 when I got the car ready for it's first trip, the Nissan Micra Cup at Canadian Tire Motorsports Park. Most of the trips originate at the cottage, West of Orillia. Some of the key places I filled up, or events I attended are listed below, with odometer reading.

|          |  |        |
|----------|--|--------|
| May 19   | Micra Cup. Beginning of the season               | 88,569 |
| 25       | Halton Hills Tour                                | 88,804 |
| June 01  | Fleetwood Country Cruise In, London              | 89,906 |
| 21       | Picton Wine Tour                                 | 90,284 |
| 26       | Barrie Car Show                                  |        |
| July 01  | Kawartha Tour                                    | 91,153 |
| 02-06    | R&R dash, exhaust and brakes.                    |        |
| 07       | Tottenham Car Show                               | 91,710 |
| 10       | Plan Cottage Tour around Bracebridge.            | 91,918 |
| 13       | Tour Niagara Region                              | 92,546 |
| 14       | Cross border into Michigan                       | 93,149 |
| 15       | Logans Port, Indiana                             | 93,673 |
| 15       | Springfield, Illinois                            | 94,001 |
| 16       | Rola, Missouri                                   | 94,318 |
| 17       | Branson, Missouri                                | 94,581 |
| 19       | White Oaks, Arkansas                             | 94,689 |
| 22       | Somewhere in Missouri                            | 95,126 |
| 22       | Crawfordsville, Indiana                          | 95,724 |
| 23       | Auburn, Indiana                                  | 95,968 |
| 23       | Tekonsha, Michigan                               | 96,048 |
| 23       | Sarnia   | 96,318 |
| 24       | Back home  | 96,616 |
| 27       | Horse show in Windsor                            | 97,379 |
| Aug 04   | Canal Days, Port Colborne.                       | 98,214 |
| 15       | Return from airport after flying to Saskatchewan | 98,780 |
| 16       | Z Fest   | 98,819 |
| 23       | Micra Cup  | 99,231 |
| Sept. 07 | Tobacco Roads at Old Marina Restaurant           | 99,999 |
| 28       | Calabogie, Ottawa and Montreal                   | 000549 |
| Oct 09   | Western Meeting                                  | 002131 |
| 12       | Fall Leaf Tour                                   | 002499 |
| Nov 04   | Put away for the winter                          | 003001 |

The car actually went 15,226 rather than the indicated 14,432 km because of a combination of larger wheels and lower rear end ratio. Hopefully, in 2020 I can put 20,000 km on it.

**Eric Zondervan**

240 Z - Road Warrior



# 2000km and a 16 hour ferry ride home

2016 I began to casually search for another Z car. One that was a bit more comfortable than my black on black no a/c, no power steering, full harnesses and a rather confining 14 point roll cage. I had owned 17 Z cars up till this point. Yes some of my Z's were pretty rough, and one was a rolling chassis tube frame race car, but it did have a stock firewall with VIN, so I consider it one of my 17.

I thought "how about a Z that has a/c, but is retro/vintage. Lots of 280zx's came with a/c, are a bit more roomy, with T tops. Who doesn't love T tops?"

Fast forward to the summer of 2017. I was looking at car ads all across Canada and the US with a strong preference for a Canadian car mainly to simplify the purchase and transportation of the vehicle. The search for a car with a/c really narrowed the search and made it more difficult than expected. I found one listed on Kijiji located in New Brunswick, but looking closer it said the car was actually located in Newfoundland. I expanded the search and found the ad again in St John NFLD. Super clean looking, loaded with a/c, 71,000 km! And! it was a Turbo! It seemed too good to be true, but it was 2800 km away just to see it. Well my best friend is from Newfoundland, and he had a trusted cousin who agreed to go see the car for me, look it over, take pictures and video of it for me. The seller was very gracious and agreed. It did indeed appear to be as advertised, so I transferred a deposit to hold the car until I could make my way there. I told my wife we could make a little summer adventure vacation trip out of it. Over the next week, I made flight arrangements, and booked a stateroom and spot for the car on the ferry that goes from Placentia NFLD to Sydney Nova Scotia. (A 16 hour ferry trip).

We flew out via Porter airlines on a Thursday and made our way to St John's. Once settled in our hotel, the current owner picked us up and brought us to see the car. There was plenty of time from when we landed until our ferry headed to the mainland, so we had already planned to tour around, and to test out the car so I could trust it for the long drive home. We made a stop by a local Canadian Tire to pick up some basic tools, oil, duct tape etc just in case. We toured the St Johns area, and met up with the now previous owner and his family a few times to sight see and go out for dinner/drinks. They were very friendly, and we had a great time getting some local sight seeing guidance. The car behaved predictably and was an attraction itself everywhere we took it. Not many Datsun's in NFLD. Monday morning we made the journey to the ferry about a 120km away. The Ferry was huge, and we lined up to drive aboard the ship. Again we had people approach us on board to ask if we were the ones driving the Z, and to ask us about it and what we were doing driving around in such a rare old car. Many people told us their stories of people they knew who had Z's in the past. It was a great way to pass the hours on board the ship.

The next morning we disembarked and began our two thousand kilometer journey home. I took it very easy driving, as it really sank in that I was driving a 36 year old very original car completely unproven. We didn't feel much like pushing our luck detouring very much, so we made a bee line home. Another smooth day on the road and we made it home, where I could look over the car more closely. I brought it to Z Fest two weeks later. I spent the rest of the summer driving it, and getting it into a more trustworthy state, and let me tell you it was very original. It had original drive belts, spark plug wires, and except for the tires, this car was pretty much untouched. Other than the obvious safety items, rubber bushings, brakes, suspension, fluids etc I'm leaving the car mostly stock/original as possible. As I write this, the car is again in winter storage, and am looking forward to putting some miles which still result in smiles every time I get in it. Keep Zedding!

**Scott Taras**

aka Z86ED







# 2020 SPRING SWAP MEET



**Saturday April 25, 2020, 10:00 am to 2:00 pm**

HOSTED BY



Join us at our annual Ontario Z-Car Owners Association Swap Meet host- ed by Whitehead Performance. Gather up your old, new, used & even never used Z-car parts. You don't want to miss this opportunity to clear them out. Make some money, then buy what you need from the Sellers looking to move their inventory. Check out some fabulous Zeds too!

You will be able to order club merchandise or select from our inventory on hand that day. New and returning members can pay their membership dues for 2020. Come on out & meet some of your fellow OZC members. Find out more about our events & road tours planned for this year. Purchase our 50/50 draw tickets for a chance to pick up some cash.

If you would like a display table for your parts, the rental fee is \$15.00 per table, on a reserved basis. If you are bringing a trailer or selling from your trunk, outside in the parking area, there will be no charge. Either way, we need to hear from you for planning purposes.

Please contact **Mike Hansen, Manager, Whitehead Performance** at **(416) 665-2220** or by email at [whiteheadperformance@gmail.com](mailto:whiteheadperformance@gmail.com) **BEFORE April 21** to reserve your table.

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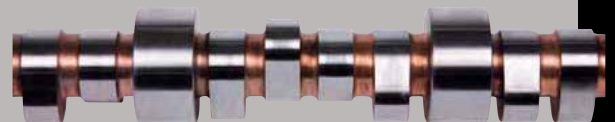
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