

ZEDLINE

2020 SUMMER EDITION



*REVIVING A
BASKETCASE Z!*

*WHAT IS IT
REALLY WORTH?*



*HOW BRE GOT
ITS STRIPES*

*GTA Z32 RUNNING CARS
WHATSAPP CRUISE*

MONTHLY VIRTUAL MEET-UPS!

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

Redescover the Road

SALES EVENT



2020 Nissan Kicks

Stylish compact crossover, Nissan Safety Shield 360, back up camera, push button start, all power features. Starting MRSP \$19,398 Kicks S plus alloy wheel upgrade, with \$0 down, 3.5% APR for 60 mo. 20,000 km/year. or receive up to \$750 cash rebate

Lease from
259
monthly*



2020 Nissan Sentra SV

All-new Sentra, modern athletic styling, 2.0L 4-cylinder, 149 HP, 145 lb-ft torque, CVT, standard Nissan Safety Shield 360, remote start, heated seats, Apple and Android Auto with \$0 down, 2.5% APR for 60 mo. 20,000 km/year. Finance and Lease from 0% - 2.9%

Lease from
259
monthly*



2020 Nissan Rogue

Best selling mid-size SUV in Canada. Forward emergency braking, blind spot warning, heated seats, Apple Car Play and Android Auto, Starting MRSP \$27,498 Rogue S FWD with \$0 down, 0.9% APR for 60 mo. 20,000 km/year. or receive up to \$5000 cash rebate

Lease from
299
monthly*



2020 Nissan Qashqai

Refreshed design for 2020, standard Nissan Safety Shield 360, heated seats, Apple and Android Auto, all power features. Starting MRSP \$24,298 Qashqai S FWD CVT with \$0 down, 2.5% APR for 60 mo. 20,000 km/year. or receive \$1000 cash rebate

Lease from
289
monthly*

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Special OZC pricing based on model, availability and market conditions, call 416-988-5033 for details. * Lease payments are based on \$0 downpayment. Payments include freight and regional fees. HST, PPSA and licensing are extra. Premium colours and accessories are extra. Vehicles may not be exactly as illustrated. ** Restrictions apply, call 416-988-5033 for details. Offers valid until August 31, 2020.

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Diane Dale has been busy coming up with crazy ways for the club to meet during this lockdown!

newcomers

Keith Corby
Ted Danciu
Andre Boileau

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



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S

o if anyone out there is feeling anything like me, then you're probably fed up of the cold temperatures and can't wait for warmer weather so you can just get in your Z and escape to another place? I try to do that in my mind whenever I can, just to keep my sanity.

Speaking of sanity, the world is losing some of its own with the progression of COVID-19 or the Corona virus, for those of us who prefer to use the former name for it. But amongst the fear and craziness that this bug has caused, I'm confident that most will stay positive and hopeful that things WILL get back to normal and IT will. It has to because there are too many great and exciting events that OZC has planned and lined up for our 2020 club season!

I would like to mention that the event planning meeting that was held at my humble abode was a great success with a great deal of input and ideas from the members involved. If you don't believe me you don't have to take my word for it just refer to the Calendar of Events page a few flips away from here to ZEE for yourself!

Due to the COVID-19 virus restrictions being announced globally, OZC is cancelling all its scheduled April events. So far up to date the two events affected by this is the annual swap meet that OZC likes to kick off the season with. The swap meet this year was going to be held and hosted by Whitehead Performance. For any of you club members out there that might not be familiar with Whitehead Performance, they are a specialty shop located in the North York area that does fine work on all our beloved Z cars covering all generations. Please refer to their advertisement at the rear section of your Zedline for details and contact info. Tell Mike that you're an OZC club member and that Prez Lou sent ya and he'll charge you double! Lol. Just kidding!

The other unfortunate event to be cancelled was a new mid-week tour in the Peterborough area. This tour was geared for the club members that are interested in participating during the week and was going to be headed up by one of our club members Tom Dickson. The club will look into hopefully finding alternate dates for these two planned events if possible and of course keep you posted on any other updates for all our other future events that may be affected.

Both Eastern and Western Chapter monthly meetings for the month of April are also cancelled and will resume as soon as everything gets back to normal. Until then, your executive committee will continue to work and update everyone with any changes or new developments. In the mean time, now would be a great opportunity for those of us that have any Z related projects on the go. You know how the saying goes "idle hands do the devil's work". Well, let's change that and say "idle hands do Z cars work". I know I have a set of headers and catless downpipes to install in my Z33 that I have been putting off for a while as well as my huge Z32 project that's been on the back burner now for longer than I want to admit. For various reasons some of our projects sometimes take a back seat to what life throws in front of you and you just struggle to get back to them. Some of you out there know exactly what I'm talking about. "Bhindeer Dundat" my famous Asian travel agent. Lol. Okay enough of my dry humour! I'll end off by saying once again, please keep safe and stay home and for others stay in the garage. Let's all hope that we can get back normal soon with some good weather as well so we can all enjoy driving our Z's again. In advance I want to wish everyone a Happy Easter and a Happy Passover and hope this virus does just that and just passover us and go away! Zee u soon!

Lou Pereira

President - Z32 Project Eternity, 350Z

How BRE Got Its Stripes

Back in late 1968, when we were fortunate enough to score the contract to develop and race Datsun's hot little 2000 roadsters in the SCCA's Southern Pacific Division, Japanese cars were almost invisible in the American market. Part of my proposal to the president of the Nissan Motor Corporation in Japan, in addition to making their 2000 a worthy competitor in D Production against the mighty Triumph team that had dominated that class of American sports car racing for several seasons, was to make the Datsun name highly visible to the general public and acceptable in a sport that had up to that time been dominated by cross-Atlantic marques.

As the new guys on the grid, we had to stand out. And because WWII was not so far in the distant past, we also had to show Japan's respect for America. I chose a bold red, white and blue "American" livery and accentuated it with speed in the form of stripes to match.

When I promised visibility, I meant more than making the car instantly recognizable on track. It also needed to be an attractive target for the media shooters who supplied images to the motorsport magazines, which reached a far larger spectator group than that found at many SCCA

racers. Bold graphics, photographable from any angle, with large numbers were key.

I'd used the twin stripes longitudinally on the GT350 and the team Cobras I'd designed for Shelby. I chose not to again use that livery, as it had become so identifiable with those cars. I knew something new was needed.

Instead, I ran the stripes transversely across the hood, picking up the color on the hood. As the stripes continued down the front fenders, they took a dramatic break for the team identity: BRE Datsun. The lower portion of the stripes used a different color than the top.

Over time, it was a natural progression to make the angle of the stripes a reverse of the windscreen angle on the 240Zs and 510s so subliminally they looked like an arrow shooting down the track. Another advantage of that livery was that it was reversible and adaptable to any set of colors that we might use in the future.

The identity has been so successful for Nissan that we made it official with our BRE Tribute Vehicle program, licensing literally hundreds of Nissan racers around the world that still use these iconic BRE stripes today.

Story By

Peter Brock

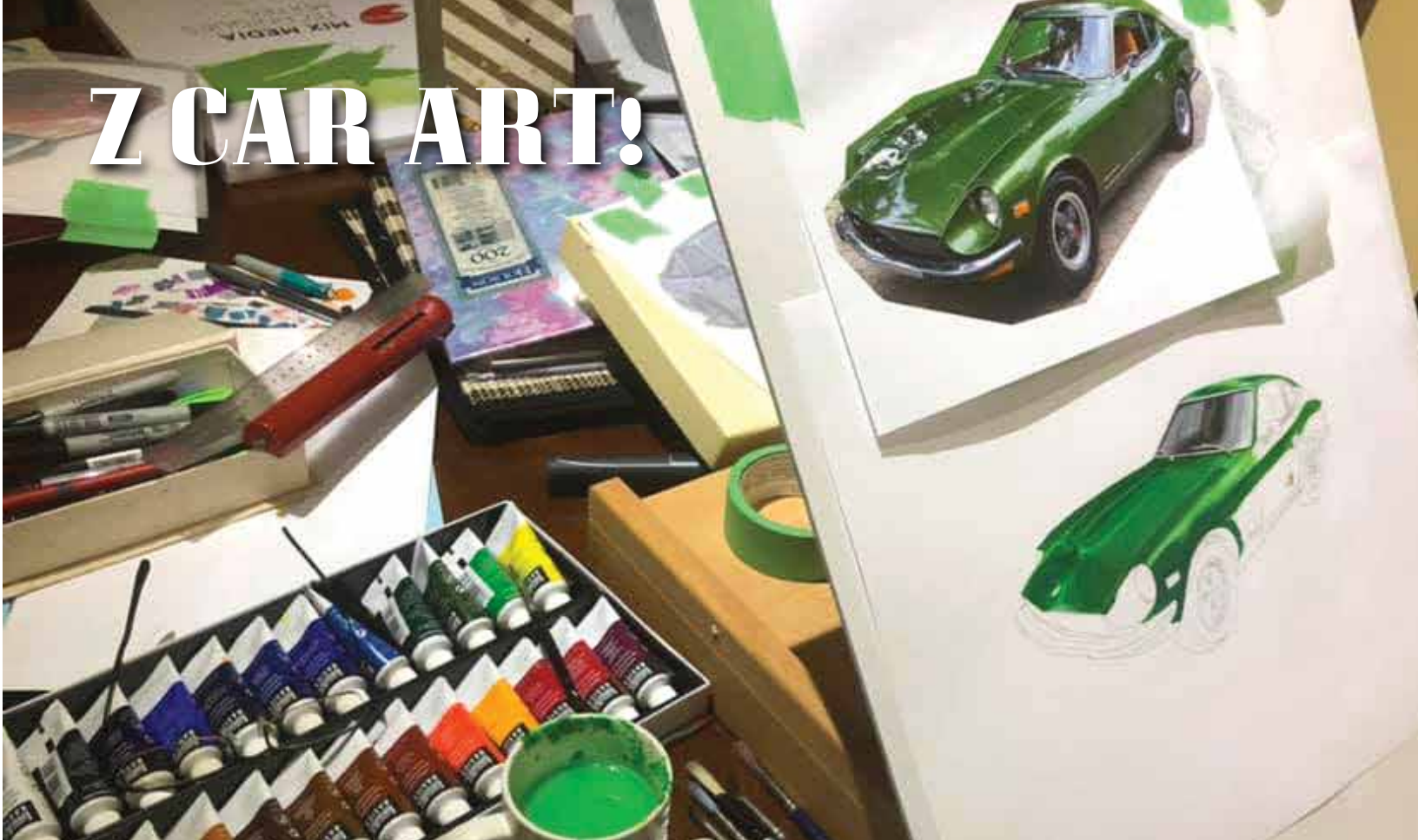


Peter Brock may be best known as an automotive designer who played a key role in the design of the Corvette Sting Ray and Cobra Daytona Coupes, but his real love has always been building and racing cars. His training as a graphic designer helped establish the looks of several well-known racing teams, including Shelby American and his own Brock Racing Enterprises effort.



Photography: Courtesy Nissan • Article first published on Crossroads Motorsports

Z CAR ART!



CoVid! When is this going to be over?

As this publication reaches all of you digitally, we would have entered stage 3 of the reopening (hopefully). Which means larger gatherings both indoors and outdoors will be allowed. OZC is looking to see how safe it is for us to start some meets and drives safely using these regulations.

It's been that kind of a season and a year, most of it is already spent and less time available for us to enjoy the cars. I didn't drive my car most of last year when there was no epidemic, but had driven it more this year, even though it's mostly by my self. I know few guys had met up occasionally for coffee and drives using the mobile apps to communicate. I missed one last weekend where a Whatsapp group called GTA Z32 Running Cars, which was created by Brian Edwards, comprised of quite a few Z32 guys. Check out their really nice Z32 pictures which I have shared on another page.

During this period all of us have coped differently. As a club we have had virtual meetings which actually got a quite a few attendees than we expected. Diane has been in the forefront of organizing these and actually have had show and tells, of products & services offered by our sponsors as well as last time, showcasing personal garages of our members.

Personally I have gone back to my roots of painting. Although by profession I am in Graphic Design, I was a natural artists who painted on canvas, paper and mixed media, which I had neglected due to the use of the computer, but mostly since I had become lazy.

The opportunity presented it self when the ZCCA president Chris Karl asked if I could like to do the poster for this years, ZCON, which also celebrates 50 years of the Z car. Of course I was thrilled to accept this as I have already done posters for 2 ZCONS before, including our own show in 2016 in Toronto (Wow, that's 4 years ago!). But all those were created using the computer, manipulating Photoshop with pain brush filters. This time around with time on my hand and the idea of going back to my roots I decided to actually paint the 6 generations of the cars.

The drawings came out well, which I did with acrylics on paper. I then scanned them and made the poster for ZCCA as well as Banners and now with program booklet for the show. I will leave the ZCON organizers to first publish them on their sites and material before publishing them here. But I am proud of the way they turned out. In the future I am hoping to do more commission paintings, not just cars but also portraits and any other requests. I already have Lou and Mo lined up wanting their Z cars drawn by me.

All this also means that ZCCA is moving ahead with ZCON 2020 in Nashville. I do not believe any Canadian will be participating due to the border closures. But I think Chris is hoping to do a virtual broadcast via YouTube or similar platform to include us Canadians and the Japanese visitors, who are the largest groups outside of Americans who attend ZCON.

Let's hope next year will be different!

Rajinda Gunasena

Editor - Nothing but Z32

editor

What is it really worth?

Over the past few years I have heard and seen some ridiculous prizes for our beloved Z Cars, some hi and some low. I thought there must be an average somewhere out there that would give me an idea of that average. Well I couldn't find one. So I decided to take on the challenge.!

I thought the best way to do this was to go and find Z Cars for sale on the internet. In this survey I did not include the following. !

Insurance companies, Car magazines, Appraisers, Auction houses.!

I did include. Private sellers, Used car dealers, Scrap yards. I also did not include the 6 figure cars that have been sold recently.!

I started by googling 1970 Datsun 240 Z for sale and then hit "Images". Well you would not believe the number of cars that came up on the screen. In each category, from 1970 to 1996, I had well over 100 cars listed. I did not differentiate between turbo or non turbo models. I broke down each year into three categories.!

Bad shape or trailer, Very nice driver, Excellent or Restored.!

To me, that would create a very good average of each make and year. Each category of every year consisted of a minimum of 10 cars with a maximum of about 20 cars. I then took the best 5 of those in each category and averaged them. You will only see the hi and the low and the average of those 5 in between.!

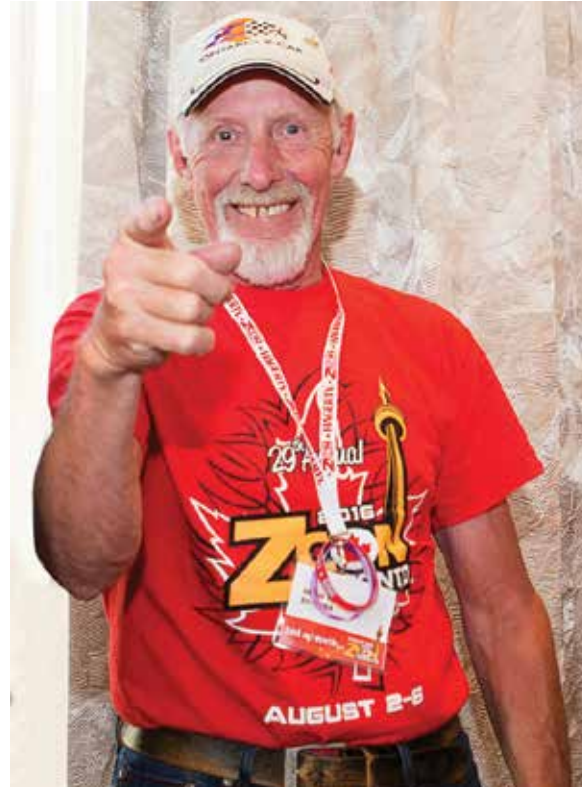
As you will see on the charts, the later models from the mid 80's to the 90's had fewer and fewer junk yard prizes.!

When you check out the high and low and the average of all the years you can actually see a pattern evolving. Very interesting. Also remember, this is what was for sale. Some years had fewer cars for sale and may not show an absolute accurate figure.!

This little project took me about 6 weeks and I actually enjoyed doing it. Hope it helps some of you get a more accurate idea of what your pride and joy is worth.!

PS. I learned that my 87 300 ZX is only worth about \$6700. POOP!

Deiter Roth
OZC Founder



MODEL	YR	BAD SHAPE or TRAILER	VERY NICE DRIVER	EXCELLENT or RESTORED
	'70 240	Hi \$4500 Lo \$2290 Avg \$2995	Hi \$39,250 Lo \$7170 Avg \$30,325	Hi \$124,240 Lo \$39,250 Avg \$67,685
	'71 240	Hi \$5500 Lo \$212.50 Avg \$3761.5	Hi \$17,750 Lo \$7100 Avg \$12,685	Hi \$72,900 Lo \$24,999 Avg \$37,529
	'72 240	Hi \$4200 Lo \$800 Avg \$1940	Hi \$19,500 Lo \$6500 Avg \$13,489	Hi \$40,000 Lo \$24,750 Avg \$32,550
	'73 240	Hi \$5000 Lo \$1000 Avg \$3040	Hi \$18,950 Lo \$10,540 Avg \$15,408	Hi \$38,750 Lo \$24,000 Avg \$29,000
	'74 260	Hi \$3800 Lo \$400 Avg \$1430	Hi \$17,000 Lo \$7700 Avg \$10,360	Hi \$46,000 Lo \$14,600 Avg \$16,950
	'75 280	Hi \$4200 Lo \$1500 Avg \$3139	Hi \$20,000 Lo \$14000 Avg \$15,500	Hi \$49,000 Lo \$16,700 Avg \$30,540

MODEL	YR	BAD SHAPE or TRAILER	VERY NICE DRIVER	EXCELLENT or RESTORED
	'76 280	Hi \$9100 Lo \$1500 Avg \$4079	Hi \$20,000 Lo \$14,000 Avg \$15,500	Hi \$49,000 Lo \$16,700 Avg \$30,540
	'77 280	Hi \$5300 Lo \$170 Avg \$3814	Hi \$12,600 Lo \$6700 Avg \$9430	Hi \$35,000 Lo \$16,500 Avg \$23,849
	'78 280	Hi \$11,500 Lo \$1800 Avg \$5029	Hi \$16,500 Lo \$8280 Avg \$13,056	Hi \$37,995 Lo \$18,250 Avg \$27,184
	'79 280 ZX	Hi \$6600 Lo \$1800 Avg \$4070	Hi \$10,500 Lo \$6600 Avg \$7939	Hi \$48,900 Lo \$14,995 Avg \$24,479
	'80 280 ZX	Hi \$6600 Lo \$1200 Avg \$3695	Hi \$17,900 Lo \$7600 Avg \$12,840	Hi \$18,999 Lo \$12,500 Avg \$17,408
	'81 280 ZX	Hi \$2500 Lo \$1200 Avg \$1399	Hi \$13,995 Lo \$7500 Avg \$9875	Hi \$23,000 Lo \$17,900 Avg \$19,870
	'82 280 ZX	Hi \$7333 Low \$800 Avg \$3426	Hi \$10,850 Low \$5500 Avg \$7960	Hi \$48,000 Low \$12,000 Avg \$20,968
	'83 280 ZX	Hi \$6500 Low \$500 Avg \$2430	Hi \$11,000 Lo \$6300 Avg \$9060	Hi \$22,500 Lo \$11,900 Avg \$15,780
	'84 300 ZX	Hi \$3440 Lo \$1900 Avg \$2596	Hi \$10850 Lo \$6400 Avg \$7709	Hi \$24,250 Lo \$19,995 Avg \$19,080
	'85 300 ZX	Hi \$3300 Lo \$500 Avg \$2080	Hi \$9995 Lo \$4000 Avg \$6897	Hi \$24,995 Lo \$10,500 Avg \$15,578
	'86 300 ZX	Hi \$3300 Lo \$1000 Avg \$2219	Hi \$7500 Lo \$3500 Avg \$5380	Hi \$19,500 Lo \$10,200 Avg \$12,900

MODEL	YR	BAD SHAPE or TRAILER	VERY NICE DRIVER	EXCELLENT or RESTORED
	'87 300 ZX	Hi \$3000 Lo \$550 Avg \$1550	Hi \$8550 Lo \$5400 Avg \$6530	Hi \$22,100 Lo \$10,000 Avg \$15,440
	'88 300 ZX	Hi \$3109 Lo \$1000 Avg \$1691	Hi \$7399 Lo \$5500 Avg \$6138	Hi \$12,500 Lo \$7500 Avg \$10,151
	'89 300 ZX	Hi \$3000 Lo \$1000 Avg \$2660	Hi \$4750 Lo \$3500 Avg \$3989	Hi \$22,900 Lo \$11,495 Avg \$16,279
	'90 300 ZX	Hi \$6600 Lo \$1600 Avg \$5178	Hi \$9988 Lo \$6660 Avg \$8295	Hi \$29,000 Lo \$14,750 Avg \$21,795
	'91 300 ZX	Hi \$7930 Lo \$2000 Avg \$4556	Hi \$15,900 Lo \$9990 Avg \$12,128	Hi \$32,000 Lo \$24,600 Avg \$25,650
	'92 300 ZX	Hi \$11,900 Lo \$6500 Avg \$7980	Hi \$14,500 Lo \$9900 Avg \$12,759	Hi \$34,900 Lo \$22,000 Avg \$27,178
	'93 300 ZX	Hi \$7500 Lo \$1995 Avg \$5535	Hi \$14,000 Lo \$9950 Avg \$11,899	Hi \$25,500 Lo \$15,800 Avg \$20,739
	'94 300 ZX	Hi \$9000 Lo \$2200 Avg \$6280	Hi \$17,500 Lo \$9800 Avg \$14,059	Hi \$46,500 Lo \$21,700 Avg \$29,798
	'95 300 ZX	Hi \$6500 Lo \$2700 Avg \$4640	Hi \$16,500 Lo \$8800 Avg \$13,158	Hi \$46,900 Lo \$19,332 Avg \$23,346
	'96 300Z X	Hi \$9801 Lo \$7750 Avg \$8610	Hi \$15,750 Lo \$10,000 Avg \$13,550	Hi \$69,000 Lo \$30,000 Avg \$45,700

A different kind of 240



- 1993 Nissan 240SX LE Coupe
- Aspen White Pearlglow (two stage process)
- Grey Leather Interior
- 5 speed manual with limited slip differential
- Power sun roof
- AM/FM Stereo with cassette and optional CD player (made by Sony)
- Minor modifications off new: Bosch H4 head-lamp units replace the original sealed beams

Profile

It was October 1993, and I had moved to Ontario from Quebec a couple of years earlier. I was driving a 1990 Chevrolet Beretta GT that I had bought new and never liked. Although it was a nice enough car, with big wide wheels with Eagle GTs that held the road well, all the options, the 3.1L V6, 5 speed, it had been bought to replace a 1989 Chevrolet Cavalier Z24 that had been stolen from the parking lot of my apartment building at the time, after only 11 months. Before leaving the Montreal area, the Beretta itself had been the subject of an attempted theft as well, thanks to the same car theft problem in Montreal, which had caused major damage to the steering column and quite a lot of mess from the thief's muddy boots, however the car was repaired and brought me to Ontario. The Beretta though, had other quality problems: it had arrived new with a bent clutch pedal that dug into the carpeting in the wheel well, a cracked tail-light, and several paint imperfections in the black paint. All were repaired under warranty, but the one thing that the dealer could never fix was the hesitation that the car experienced when started cold. I used to drive it to the train station, and it was always a challenge to keep the car running as I competed with all the other commuters to head out of the parking lot at the end of the day. I was fed up with the car... it was nowhere near as good as the poor stolen Z24 that it replaced.

Although I had always driven GM products, mainly Chevs, I had always admired the smaller rear wheel drive Japanese sports cars. I had really liked the Datsun 510s, 240Zs, the Toyota Celicas, and even the sporty rear wheel drive Toyota Corolla SR5s. I decided that, having started a new job, it was time to give myself a gift. Unfortunately, the 510s were long gone, the Celica had gone front wheel drive, as had the Corolla, and I got wind that the Nissan 240SX was potentially going to be discontinued after 1993. It turned out that it didn't, but for 1994 it only arrived as a convertible with an automatic transmission. Fearing that I would lose my chance to pick up a 240SX before they disappeared, I went to the local dealership, Fairview Nissan in Burlington, Ontario. I found out that my timing was not the greatest. Availability was very limited. It was the end of the model year, and the only remaining Aspen White Pearlglow LE Coupe with a manual transmission was sitting in the showroom of 401 Dixie Nissan. Although I liked the looks of the hatchback, my reading had indicated that if I ever wanted to race the car (or sell it to a racer) that the coupe was a much sturdier construction with less body torsion than the sexier hatch. The dealer explained that the 2.4L was one tough engine – as it shared the same block with Nissan's pickup truck line, but with the DOHC head in the

later post-1991 240SXs. The engine could withstand all sorts of abuse!

I was fixated on the coupe – but it had to have all the options except for the automatic slush box – I wanted the 5-speed box with the LSD rear end!

My dreams came true when the car was located, and it was soon on its way to Burlington, where I would surrender the hapless Beretta GT as trade in. As a true car fanatic, I drove the car home in October 1993, parked it in the garage at the house, and waited until spring...

I had never intended to own the car for all of the 27 years that I've owned it, but, as a young professional, it had always made sense for me to store my cars in the winter and enjoy them in good weather. I didn't want to waste money on depreciating cars! On top of this, I took work secondments to London UK and New York during in the 1999 – 2003 period that meant that the car was basically stored the whole time. As a result, the car has never been a daily driver, never driven in the winter or even bad weather, and for many of the past years has sat inside as more modern, expensive daily drivers sat outside covered in snow and ice!

The original fit and finish of this car are amazing! This car never has had a single warranty repair during the warranty period. They were definitely well made with good QC. Aside from the odd dead battery (the car is now hooked up to a maintainer), the car has never failed to start in all the time that I've owned it. Everything still works just fine – even the heads up display!

Since then the 240SX has been enjoyed in good weather, and I've fought the urge to modify it, although race wheels and a more interesting exhaust system have been a challenge to avoid. My current thinking is that it's best to keep the car as original as possible with the thought that, as the original stock is gradually depleted from racing and hacked up from mods, that original, unmolested examples will be in short supply. It's lots of fun, especially the ability to kick the rear end out on wet pavement around corners. It's got lots of good low end torque.

The car now has roughly 85,000 kms on the odometer and is in as close to pristine shape as is possible. The big challenge these days is to find reasons to go for a drive, or find others interested in the car. Time will tell...

Lyle Beaman

Motorama 2020

For those of you who missed it Motorama was only Friday and Saturday this year and closed early to the crisis we're in fully now.

Here are some highlights. the blue '69 Camaro is Jim C (another Z33 owner in Ottawa)

I thought Jack's fully autocross ready 280Z was great to see in person. The red JDM Skyline was also spectacular and rare !

Grant Iwasa





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A love affair with the Datsun Nissan Z cars

This story starts nearly 50 years ago, when I was just a budding Motor Head, and I was walking (no car yet!) home from school one day. I saw an interesting looking sports car in a driveway. Now in those days I was much too shy to go and take a look, but I did have a long look from the road.

I'd never seen anything like it before and I hadn't any idea what it was at the time. This was about 1971, so it must have been one of the first 240's that made it here. Later on I learned what it was, and then read about its' performance and handling capabilities.

Most folks in my world had a great deal of disdain for Japanese cars, which were considered cheap and poorly made at the time. Certainly there were problems with some areas on them, but the economy and quality of them stood out for those folks who took the plunge into ownership.

A few years later I was out of school, working full time, and was looking for a new car. I had driven a number of domestics, but nothing really seemed to hit home with me.

During a conversation with a friend I was basically lamenting to him that I couldn't find something I really liked that much, he then told me about a ride he'd had in one of his colleague's 260Z, and how nice it was. By now this was 1976 and the 280's were the new models, which I thought was a good thing with the Bosch fuel injection. Although the big bumpers weren't so pretty, they didn't look as bad as other mid 70's makes.

After driving a used one, I was hooked! I didn't buy that one, and did look at a few others, till I found a nearly new 2+2, company demo, they said. It was as yet untitled, at Dermac Motors in Brampton.

Though I was still single, the 2+2 was important to me, and I felt it was at least being honest about the back seat's capabilities, unlike other cars out there. By now this was early '78, and I loved driving that car so much! It was of course my daily driver for a few years, till I decided to not winter drive it, and bought another car for that task.

Still, as everyone here likely knows, that didn't stop the rust devil from eating my beautiful car from the inside out. I did some patching myself, then the next year I took it to a professional to have the rest of the floors, part of the frame and shock towers repaired.

Then by 1987, my priorities had changed, and the sports car didn't quite fit in so well, plus the engine was getting tired, so it was going to need attention in a while and I made the difficult decision to sell the car. No doubt it was the right thing to do at the time, and I still don't really regret it, but did miss it a lot.

Over the years I'd toyed with the idea of buying another one, and on the occasional trip I made to the Southern US I did look at them from time to time, but without anywhere to properly store the car I never bought one. Kind of wish I had, because the prices in the 90's for these cars were almost like

a giveaway, especially when you look at today's values. That is simply life!

Though truly I never stopped looking at these cars, and would browse places like Autotrader, Hemmings, etc. The other thing which helped keep the thoughts alive was sometime in the 90's meeting and becoming friends with Ontario Z Car member JP Matte. I nearly joined the Club a few times, but thought that I'm just leading myself on, as I didn't have space to park the car, with which my wife quite agreed.

As we got into about 2016 and 17, we had decided it was time to leave the city. This is something we had wanted to do for many years, when we were both finished working, and the kids were finished school. After months of looking we found a place near Delhi, Ont., with lots of space, a nice house, one large garage, and space for more, if I wanted.

Still looking for a Z, mainly concentrating on the 280 models, and watching them slowly climbing in price all the while. Then last year, my sort of, last garage spot got taken up with a rather early car, a 1916 McLaughlin, fully restored, which the gent was selling it due to his advanced age. I have had a fondness for the simplicity of these early cars for a long time, and this was an itch I wanted to scratch as well. Though I was thinking when I purchased it perhaps I wouldn't be able to get another sports car.

Sad, but the '16 is a fun and neat car with a six and a three speed unsynchronized transmission. Not quite as fast as a Z though!

Now being a few weeks into this lockdown I'm starting to check out many cars online, and of course Z's are part of that searching. Partly dreaming, of course, but there is a line somewhere about leading me into Temptation, or something like that. Lets just say, too much time on my hands!

I considered a few 280's but they all needed work, or there was talk of previous body work done, which as we all know is often not done properly. Then I started looking at the 300's, as they haven't gone up in price as dramatically as the 240, 60 and 80's have, though I must confess I like the looks of the first Gen cars a little better.

Many of the 300's seem to be automatics, I guess because they were catering to a more luxury oriented market, which totally turned me off, no matter how nice the car seemed, as I would not consider anything but a 5 speed. I have lots of other automatics to drive.

In discussing this with my wife, I started thinking out loud perhaps I should seriously look at a 84-89 300. The third Gen twin turbos have serious performance chops, which is an attraction the 80's models don't have, but then I'm thinking how fast do I need to go?

It's like some of my other car buddies whose big block V8's don't have enough power, so they stick a blower on them to get to a more acceptable 700 or 800 HP. Zowie! So, I found this car on Trader, it presented very well in the pictures, and after a couple of conversations with the owner I decided it was worth a



look. It drove very well, and looked extremely good, the interior is almost perfect. Not so perfect were the gauges that didn't read right, and the flaky radio. It will turn on, sometimes, and then later on decides you've had enough of its' entertainment and turns off. I guess so one can better concentrate on the driving.

The seller was extremely fair, and said I could take it to a shop of my choice to get checked out, which knowing what I do about cars, and these in particular, took him up on the offer. After consulting with my fellow Z car friend JP, who suggested a particular mechanic, I drove to his place, which entailed quite a bit of highway driving. So, I'm thinking that the steering isn't quite as precise as it should be, and the brakes don't feel so good when hot.

Turns out, a couple of front end components need changing, but the biggest shocker was the hole under the front of the left side rocker panel that can swallow your hand.

All this was a big shock to the seller, who had bought it certified a year or so earlier, and it has been stored well, and only driven 2,000kms or so. So the previous safety really wasn't done to standards. This of course helped me to get the price down a bit, and we made a deal.

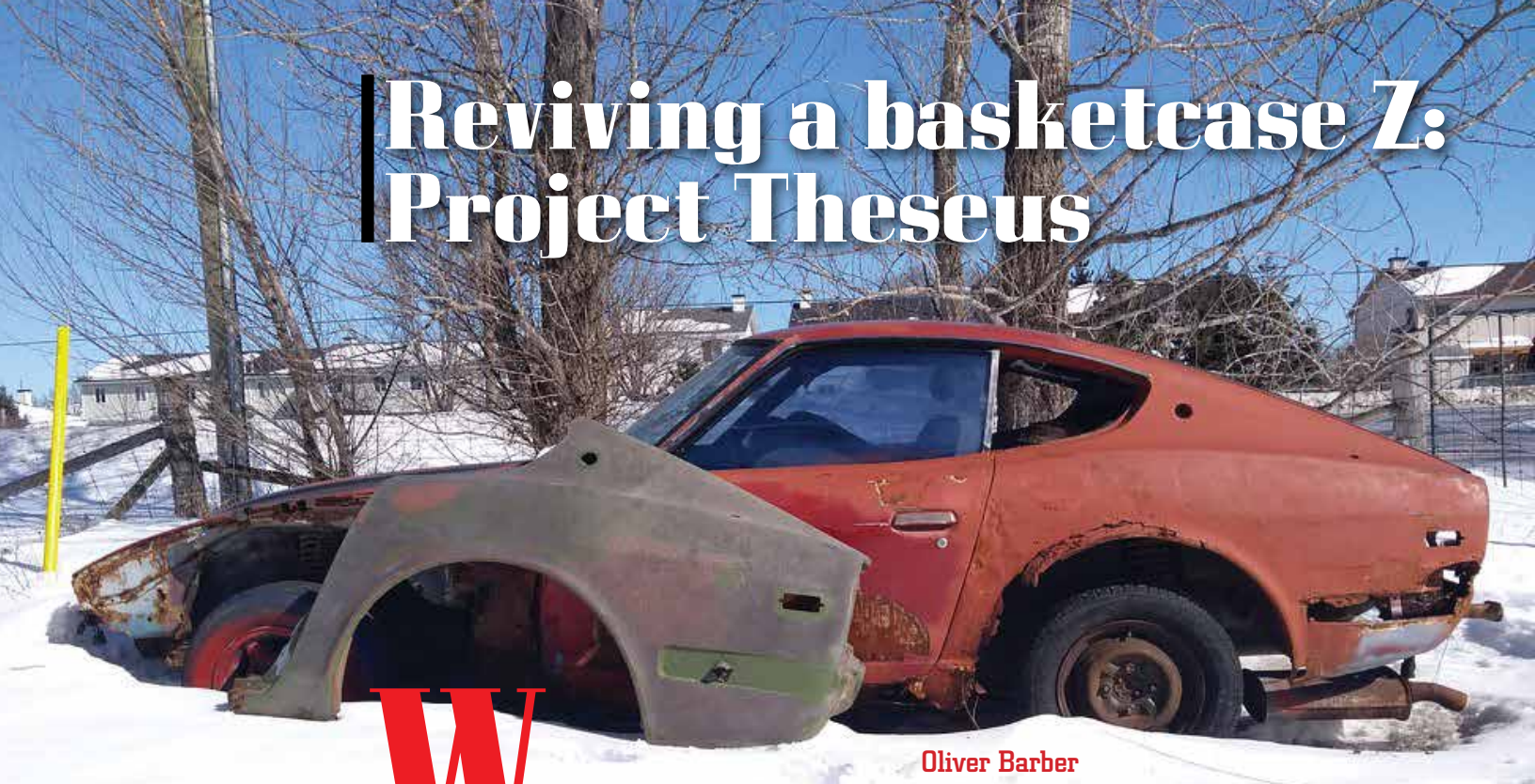
One of the interesting things about the car is that it has a great deal of documentation on service work it's had done over the years, and includes the original bill of sale, now laminated to preserve it.

Everything that needs to be done for a proper safety will be taken care of, plus a few other things too.

Like all of my other vintage cars, this will be driven as well, and I'm looking forward to bringing it to my first Ontario Z Car meet!

Keith Corby

Reviving a basketcase Z: Project Theseus



W

hen I purchased my '74 260z after seeing a vague, written in all-caps Kijiji ad, I had no idea what I was getting myself into. I'd wanted a S30 for a good few years, but until that point things hadn't worked out to make it a reality. As it was, the 1700\$ I picked it up for was all of my savings, and I had tow it a good few hundred kilometers to my family's house as I was away for college at the time. Happily everything aligned, and I successfully made it home (on my birthday) despite a plethora of small issues.

Once home, I set about tearing into the car, despite not having much Datsun knowledge other than what I'd dredged up from forum threads and other online reading. As I progressed, it became clear that it would need a lot more work than I had initially thought, but even this was not the true reality of the sheer amount of repair it would actually require; I had optimistic thoughts of getting it on the road for the next year (2018). Some of the highlights of 'interesting' work done by previous owners included house carpet cemented on every interior surface, sheet metal sitting on the rusty floors, and bondo. ABSURD AMOUNTS OF BONDO.

After this initial teardown, I was only able to work on the car intermittently on breaks from college. I continued stripping body filler off, cleaning out the interior, and cutting out bad metal as time allowed, but still hadn't really scratched the surface. Around this time I also picked up a 240z parts-car, which I snagged some useful bits from before reselling it to someone who wanted to make it into a rally car.

As I kept stripping the 260z, it became apparent that the amount of metalwork required was absurd; the following needed replacement on both sides:

- floors/rails
- inner + outer rockers
- rear quarters

Oliver Barber

- rear inner wheelarches
- sections of trunk floor/bumper mount
- rear valence
- engine bay frame rails and rad support
- lower 1/3 of the firewall
- seatbelt mounts

Basically half the car, if not more.



Come winter 2018, progress ground to a halt, and the project remained on hold until this past spring. For a number of reasons, I decided to leave college and travel the world for a while, which was an amazing and wholly worthwhile experience but did mean I was about as far from the 260z as it was possible to be.

While I was away, I pondered picking up a rolling chassis from the southern USA to swap my guts into, but in the end a combination of a lack of funds and being too stubborn to admit that I was in over my head led me to decide to continue on with what I had.

After I returned, I was finally not a completely broke student for the first time in my life, so I started figuring out my plan of attack over the winter. In February, I drove down to Florida and back, and while on the road I was able to purchase a set of quarter panels that had been cut off an Alabama 240z. They still needed some work, but unlike mine they actually existed at all.

Once spring rolled around, I pulled the Z out of the field that had been its temporary grave, and set about making it whole. Between various Facebook groups, Forums, and vendors websites I was able to acquire most of the sheetmetal I needed, new and used, at pretty reasonable prices. I even managed to purchase an entire 280z drag-car shell on OZC from which I was able to use many parts. I also came to the conclusion that my 50\$ MIG welder, while great to learn on, was not going to cut it for the sheer amount of welding I had ahead, so I picked up an entry-level Lincoln and a gas cylinder to replace it.

With all this acquired, I continued to steadfastly ignore the fact that I had no clue what I was doing, and began work on my days off. The first order of business was the rocker panels that I had cut off the 280z drag car; while they were rust free, sections had been cut out of them for rollcage mounts. Between scraps I had left over from my rusty ones, sections of an aftermarket replacement I had acquired, and some hand-made patches I made the driver's side whole again, and got it welded in. Miraculously, everything lined up perfectly and the door gaps remained good.

Now that there was structure back in this area, I wasted no time grinding off the rusty remains of the rear quarter. This revealed that there was still a whole lot of work to be done before my replacement could go on, and I spent the next few weeks removing the rear valence, replacing the taillight surround mount, grafting in a section of subframe/bumper mount that I had received from someone in the USA, and making a bunch of sheetmetal patches to join these all together and make a new section of trunk floor.

When this was all finally complete, I moved on to the rear quarter itself. Before it could go on I had to weld in the replacement inner wheel arch I also had from my Florida trip. A bunch of test fitting was required to make sure it butted up



to the outer arch in the correct location, before welding it on for good. With that done, I finally put the quarter on for the last time, and the Z began looking like a car again. Well, if you only looked at the driver's side, and squinted a bit.

Even two plus years after starting this project, I was still finding new evidence of previous terrible bodywork. One particularly egregious example of this was an aluminum plate that was riveted over a gaping hole in the a-pillar

Continued on the pages 16



and covered with body filler. Happily, I had a replacement section, and after a lot of measuring I was able to weld it in almost seamlessly.

The main thing left on the drivers-side at this point was the floors, so I finally but the bullet and started figuring out how to fit my Zedd Findings replacement floor pans (which are rather good by the way). A complication was that my rear seatbelt spool picked/swaybar mount was totally rusted out, but thanks again to people with parts-cars I was able

to get a replacement that someone had sawzall'd out of a car. It still needed a bit of work, but in the end I managed to get everything in the right place and all the holes filled, and could move on to the floor itself. This was pretty painless; a bit of hammering to get the inner bend to line up to my trans tunnel, and a bunch more patches (see a recurring theme here) to fix rust on the aforementioned tunnel.

Once this was done, I was able to weld in a new seat mount and finally sit in my z for the first time in nearly three years!

This brings us basically to the present day. Last week I finally pulled the engine and transmission, and with those out of the way I was able to see a bunch more rust. Nothing insurmountable of course, and with this car more rust is wholly expected. I've had a few people ask why I'd put in this much work to save this run-of-the-mill 260z, and

not a series one. Truth be told, I'd love to do the same to a series-1 car, but this is what I have and can currently afford, and It has been an amazing way for me to learn all sorts of skills.

There is no way I'm ever recouping the time, effort, or money I am putting into it, but that's not the point. At the end of the day I will be able to look at my Z in my driveway and know that it is exactly how I want it and that everything was done right. And at the end of the day, isn't that the point?

I don't know when in 2019 it'll be hitting the road, but I will either be driving it next year or die trying.



Fun With Cell Phones

Did you ever wonder how those portable signs at construction sites know how long it will take you to get to the designated intersection? You may think it is something controlled by the city the way the overhead signs on the 401 and Don Valley tell you travel times. Actually, it has nothing to do with the city, it is provided by the manufacturer of the portable signs. They have the ability to read the "pings" from cell phones passing by. There are several different ways this works, all too technical to include in this article. Essentially, the signs at each end of the zone compare signals from several passing phones and by averaging the data, get a pretty close approximation of how long it takes for the average phone to travel from one sign to the next.

Google maps uses cell phone data in a similar way, but by accessing data from the towers the phone communicates with and triangulating the phones position. This is where the fun starts. Key points:

German artist Simon Weckert walked a handcart filled with 99 phones down the street, including outside Google's headquarters

The stunt caused Google's algorithm to report there was a traffic jam in the area

A Google spokesperson said they loved seeing creative uses of the technology, as it helped make the app work better.

<https://www.abc.net.au/news/2020-02-04/man-creates-fake-traffic-jam-on-google-maps-by-carting-99-phones/11929136>

Sometimes it is not so funny. This winter I snowmobiled to Bala and my son drove up to meet for lunch. He followed the GPS instructions and ended up driving on a snowmobile trail with snowmobiles whizzing past him. The reason was, there were so many people with cell phones riding snowmobiles that the data Google Maps was working with calculated the trail as faster than the road beside it. On another occasion, I turned on location sharing in Google Maps on my phone so my son could track me and we could meet up later. Because we were in a rural area where the cell towers are widely spaced, Google Maps was not able to triangulate my location accurately, and we never did meet up.

We would love to hear your GPS/cell phone misadventures and publish them in Zedline.

Eric Zondervan

240 Z - Road Warrior

COVID-19 FREE RIDE!

In light of COVID-19 and its impact to OZC events and our members, we have established a 2021 "Free Ride" membership program for everyone who buys (or has bought) an OZC membership for the 2020 calendar year.

For 2020, member benefits include:

- Monthly virtual online meetups with club members, special guests & presentations
- Digital copies of our award-winning quarterly club magazine "Zedline" emailed to OZC club members (still in publication for 2020)
- OZC social events if possible (IF, WHEN and HOW we are permitted to do so based on government regulations)
- OZC club member parts and service discounts from participating Nissan Dealerships and other sponsors

For 2021, member benefits will include (assuming social events will be permitted):

- Automatic renewal of any 2020 OZC club membership for 2021 at no charge
- The return of Zedline in hard copy format mailed to OZC club members
- The return of all our great events, meetups and tours (plus some new ideas we have in mind!)
- All other regular member benefits

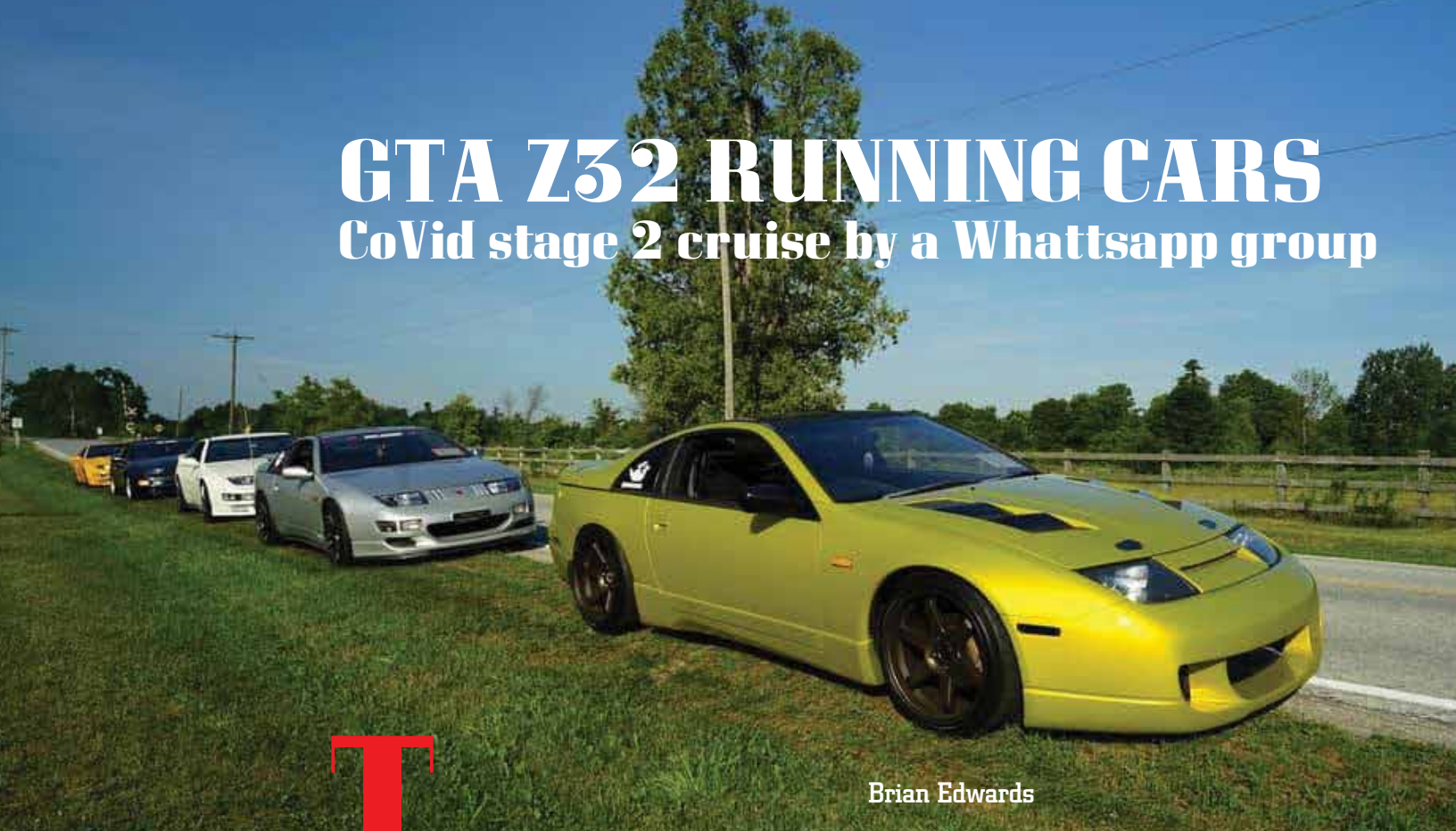
We hope you will enjoy your OZC "Free Ride"!

Find out more about Ontario Z Car memberships on our website <https://ontariozcar.com/membership/>



GTA Z32 RUNNING CARS

CoVid stage 2 cruise by a Whattsapp group



Brian Edwards

The alarm clock went off just after 6am. What was normally a battle to get up was a hilarious bound from the bed and into the shower. My wife shook her head in disgust and told me to have fun with my girlfriend, my Z32. Every car enthusiast understands a cruise day. It's the cherry on the sundae that is the work week and tends to help you to forget the annoyances that you endured. Entering the garage, I grabbed the walkie talkies and threw them into the passenger seat and popped the hood to check the oil in case we engaged in...cough...spirited driving. Everything seemed perfect and I hit the button to open the garage door and woke the neighbours up with a cold start from a modified exhaust. (Birds left trees, squirrels ran for cover and a dog somewhere was trying to out bark my turbo powered sled).

The drive to Georgetown from Brampton is slightly windy and would normally be enjoyable but anyone that knows that path understands that it is filled with numerous speed traps littered with Halton's finest. Today was no exception. I could see the officer lowering his radar disappointed with my knowledge of his presence and I curled my lip in distaste right back at him ensuring to coast by minimizing any extra grunt from the VGDETT motor. When I pulled up to the meeting spot, Sam was waiting in his R32 Skyline freshly painted in Baby Blue and we chatted until the others arrived. We staggered around the parking lot in need of caffeinated worship taking pictures of each others cars and comparing build strategies. There was one of each type of enthusiast. Ramsey - keep it stock and clean and restore it to its glory. Cyril - he adds minor tweaks to the stock formula with sprinkles of aftermarket but meticulous in maintaining the purity of each screw. Raymond - the man torn between stock purity



and the lure of aftermarket glory. He navigates both sides with balance and a careful online shopping cart. Clement - the new owner filled with questions of where his dollar will go the furthest ready to coax you out of your old parts. Then there is myself...the idiot who would shave down clearcoat for weight reduction and would add nitro glycerine to a tank if some obscure forum convinced me that I would gain a fraction of a horsepower from it. Though we have different strategies, we are united in our passion for restoring a 30 year old car.

5 Z32s and one R32 Skyline proceeded into the backroads to enjoy a cruise and we followed an old technique from motorcycle riding called "The Pace". You maintain a speed that is slow for the straights but fast for the corners eliminating the sounds of exhausts and engine revs from echoing through the hills making it sound like there was a savage road race in progress. (If neighbours don't hear gears changing, engines revving and blow off valves squawking... the authorities don't get called). Respecting the residents was just as important as enjoying the drive and boy did we enjoy it. 2 hours later after connecting twisty roads together we crept into a breakfast restaurant called Judy's for breakfast and we all grinned as the kids seated with their parents lost their minds at the moving display of Skittle coloured cars.

We were asked if we imported them all from England by one patron seemingly shocked to see so many Right Hand Drive cars in one place. We explained that they were deportees from Japan kicked out for bad behaviour and adopted by our eager hands and the laugh from behind the handlebar moustache was just as entertaining as the pitch of the laugh. They almost didn't seem to fit together with the image that we saw. Then again...the onlookers probably thought the same about a series of right hand drive 30 year old sports cars from an era that was nearly forgotten. Either way...both sides were happy to see each other.

Sam - r32 Skyline
Raymond - White Z32 RHD
Cyril - Silver Z32 RHD
Ramsey - Grey Z32 RHD
Clement - Orange Z32 RHD
Brian - Yellow Z32 RHD



cruising



OZC Monthly Virtual Meet-ups

OK... COVID-19 hit and we had to get creative.

We couldn't get together for our social monthly meetups, we couldn't do any tours, we had to cancel our beloved ZedFest, even the Canadians had to cancel their planned adventure to Z-CON's 50th Anniversary of the Z.

Ouch. We're a social club. And we can't be social?

On the other hand, many of us are safe, healthy and you need to count your blessings where you can. We are thankful for that at least.

Soooo... we decided – what the heck – why not jump on the virtual meet-up bandwagon and try out a Zoom call for our monthly social. Why not?!? What else did we have to do?

Well – we're super pleased to say that it's been super successful. We've had three virtual meetups so far and anywhere from 20 to over 30 members have joined us each night. Now that's the proof of true friendships!

We've even found there are added benefits to going virtual – and I wouldn't be surprised if going forward we include some form of virtual mee-tup even when we start getting back together in person again.

We were able to combine the east and west meetings – distance had segregated us in the past and now we can join in together – the more the merrier!

Many of the members who aren't within driving range of the in-person meetings, and typically can't participate – were able to join us. Getting to see them every month helps us get to know each other better – more regular friendships – rather than the typical once a year visit at Z-Fest – awesome!

We can have special guests from anywhere – ZCCA president Chris Karl joined us from Cleveland to give us an update on ZCON, and long time ZCCR friend Mike Noonan joined us to see how our experiment went (they were going to try it out on their club) – how cool!

Truly – the best part has been the increased connection – we try to set a theme or special presentation every month to make it interesting – and through live video and pictures we've been able to explore each others worlds first hand. We get to see inside your homes, inside your shops and garages, and even get to meet your family and your pets. Connections that are timeliness and build stronger bonds of friendship that our club is so well known for.

Highlights of meetups so far have been:

May 6, 2020: Special presentation by longtime OZC Member, Z enthusiast and owner of Jack Mac's Resto Shop (www.restoshop.com) Jack MacDonnell. In front of the backdrop of his shop (ohhh nice cars!) Jack gave a super informative presentation on detailing cars (of which he does an amazing job). The presentation is available up on our website at <https://ontariozcar.com/jack-mac-donnell-presents-at-ozc-virtual-meetup/> - or give Jack a call if you're interested in having a chat or getting some work done



June 3, 2020: Well-known OZC Member, Rick Scott taught us all about why we need to care about using the right kind of oil – especially in our older Datsuns. Call him if you need some info – by chance Rick is an Amsoil Dealer and can help you with any questions you have or products you need. As well – now that Rick is retired (leaving a lifetime of working at Nissan), he's still sourcing rare and needed original equipment parts and good used items for early S30 Datsuns. Call him at 905-659-1732 or email him at red240zdatsum@gmail.com if you're looking.

Canadian Zed Parts eh!



RICK SCOTT

Supplying new original equipment parts and good used items for early S30 DATSUNS

Cell phone number 905-659-1732 E mail red240zdatsum@gmail.com

July 8, 2020: This night we opened it up to OZC members and invited them to give a tour of their garages and shops. How awesome was that! We saw some really unique spaces and projects – places we wouldn't normally get to visit. A super big thanks to those who invited us in – live tours from Mitch Abrahams, Bish Bora and Lou Periera (including his very cool "office garage"); slide shows from Keith Corby, Eric & Lori Covello, Ed Muth and Laverne Burkhardt; even a recorded video of Eric Zondervan's cottage garage; I've never had so much envy in one night! And a highlight getting an up close look at Laverne's current project – super fun that he showed us pictures and asked us to "guess what's wrong"... don't we always find weird and funky things with old cars?

Thanks to everyone who joins in on the fun and all the participants who show up to make it happen. We're ALWAYS looking for new ideas for our virtual nights – have an idea for a theme? Want to plug your business or your service? Want to show off your cars, your tools or your shop? We're into all of it. Let us know! (email diane@ontariozcar.com to get on the event roster!)

I can't wait to see you all in person again... but I'm also super excited that we can be more inclusive to our members that are farther away – let's keep it up!

Feedback and ideas welcome ALWAYS.

Diane Dale

Social Media - 240 Z Track Diva



Laverne's Garage



Ed Muth's Garage



Eric Covello's Garage



Bill Husar & Grandson



Keith Corby's Garage



Keith Corby's Garage

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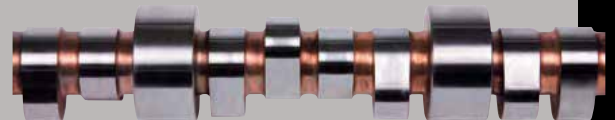
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