

ZEDLINE

2020 SPRING EDITION

ONTARIO
ZCR
OWNERS ASSOCIATION

*CO-VID
BLUEZ!*

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



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— CASH —

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REDUCTION

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*with \$1595 down, 2.9% APR for 39 mo. 20,000 km/year.

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260
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Jason Okolisan
Nissan OZC Member
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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 downpayment example plus HST. 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 April 30, 2020.

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contents

6 A Tribute

Eric Zondervan pays tribute to a great friend and Z car guy Bill Warren who passed away recently

8 350Z sticking clutch pedal

Terry Peters tells about the suggestions, considerations, and a solution that worked for him

9 The Twin Turbo

It's always a hoot reading Dieter's adventures!

10 One Owner Z!

Eric Zondervan's profile, how he keeps his one owner Z going..

11 Events Schedule

What we had planned before the Co-Vid 19 hit us hard!

12 Contd. One Owner Z

More pictures of Eric's restoration of the Z and places he'd driven it to

14 Planning with a Twist!

Diane Dale had the rest of the executives working hard.

16 OZC Member Survey

Diane follows up with explaining the data we gathered from you

18 What's in store from Nissan

Jason Okolisan comes back with the future arrivals from Nissan

20 All Japanese Car Weekend

Eric Zondervan dusted out an old story for us to enjoy!

newcomers

Philip Ross

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

Speaking of sanity, the world is losing it with the progression of COVID-19. 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. It has to be because there are too many great and exciting events planned for our OZC 2020 season!

The event planning meeting that was held at my humble abode was a success with a great deal of input and ideas from the members involved. You don't have to take my word for it. Just refer to the Calendar of Events to ZEE for yourself! Due to the COVID-19 virus restrictions being announced globally, OZC is cancelling all its scheduled April events. One event 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 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 generations of our beloved Z cars. 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 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 hopefully find alternate dates for these two planned events and keep you posted on any future events that may be affected.

Both Eastern and Western Chapter monthly meetings are 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.

This is a great opportunity for those of us that have any Z related projects on the go. You know the saying, "idle hands do the devil's work". Well, let's change that and say, "idle hands do Z cars work". I know I have been putting off installing a set of headers and catless downpipes on my Z33. As well, there is my huge Z32 project that's been on the back burner for longer than I want to admit. For various reasons our projects sometimes take a back seat to what life throws in front of us and we 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 please keep safe and stay home and in the garage. Let's hope that we can get back to normal soon and enjoy some good weather so we can all drive our Z's again. I want to wish everyone a Happy Easter and a Happy Passover and hope this virus does just that--passes over us and goes away! Zee u soon!

Lou Pereira

President - Z32 Project Eternity, 350Z

Bill Warren. A Tribute



Eric Zondervan

1972 240Z, original except for some parts from Bill

My first recollection of Bill is that he was one of the few lucky guys whose wife, Gail, attended our Wednesday night meetings quite regularly. At one of the meetings, probably around 2004, I mentioned that I needed a better head for my 240. Bill had one, so I got to see their home. Bill had a parts car neatly wrapped up in the driveway and the white automatic we all know from tours and Z Fest in the garage. Bill's garage was a typical small suburban attached garage, but he had an amazing inventory of parts neatly stored in every available nook and cranny. I couldn't believe that he had done all the work on his car himself in that cramped space. Truly a dedicated Z enthusiast. He even had parts carefully wrapped up and stored here and there in the back yard, but the area still looked neat and tidy. In fact, the head that is on my engine now was tightly wrapped up and stored under a patio table.

Bill was very proud of his car. He never thought of the automatic as a detriment, in fact, on several occasions I heard him boasting about the rarity of an automatic 240Z to onlookers at various events. On one tour, Calabogie, I was poking around checking the fit of his rear hatch. Bill came running over to make sure I wasn't messing with his car. Bill and Gail were very active in the club, making almost all the meetings, participating in Z Fests and tours. Gail was the club secretary for one or two terms. They had no hesitation in taking the 240 to Z Con in Nashville

in 2010. In fact, they went out of their way to visit their daughter on the way back. As Bill's illness forced him to forgo more and more club events, we were already missing his and Gail's enthusiastic presence. Now that Bill can only be with us in spirit, we will miss him even more. Hopefully Gail will still be able to come to some of our events. Maybe even bring the white 240Z automatic!



**WILLIAM GEORGE
WARREN**

Passed away peacefully on Monday, February 3, 2020 at Lakeridge Health Oshawa, with his loving family by his side. Beloved husband to Gail for 45 years. Loving father to Dani (T.J. Miller) and Kelly (Dwayne Morrison). Proud grandfather to Liam and Elsa. Brother of Bertram Warren (Pat), Sally Kapacila, Robert Warren (Kay) and predeceased by his sister Mabel Cudmore. William will be fondly remembered by extended family and friends. As per William's wishes, cremation has taken place and no funeral will be held. Arrangements entrusted to W.C. Town Funeral Chapel, 110 Dundas Street East, Whitby (905-668-3410). In lieu of flowers, donations may be made to the Parkinson Canada. For online condolences, please visit wctownfuneralchapel.com

**W.C. TOWN
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Whitby, Ontario, 905-668-3410



Frustrated by the OZC Forum?

Here's what we're doing about it!

We know that many of you are frustrated by our online forum. It used to be a hive of activity. An active online community where we could learn more about our cars and the people that own them. We could buy, sell and trade parts (and cars!). We could connect with services, knowledge, history and the club that supports and celebrates these beautiful machines.

Currently – the forum is fraught with technical glitches that cause a very frustrating experience for users. The forum has lost its active members – and without the community, it has lost its reason for being.

Originally – we were getting feedback that people didn't really care if we resurrected the forum or not. With the invention of FaceBook Groups and other online communities – maybe we really didn't need it anymore. It's a free benefit we offer to members and non-members alike and we know it is a lot of effort to bring the forum and the community back to life – so maybe it just wasn't worth it. We were discouraged. And unmotivated.

But then something happened...

We started hearing from more frustrated and angry people. Hmm... maybe they do care? And when we started looking at the effort/cost of replacements and were saddened to learn we may lose the history and/or attachments – we started to get sentimental about the history, stories, projects and all that other great stuff people had posted. We started to re-think about the benefits of being the "go-to" place for a vital and important community that may have lost

its home. And we started realizing that in today's age, as our members spread further across the province (and beyond) – and the commute in and around Toronto is becoming insanity – maybe an online community where members can connect virtually might be needed again. (And especially because over half our members don't use FaceBook but do use computers).

So... we're here to let you know we're going to give it a solid try again.

Without going into too much detail – we are now planning to move our forum (and all of its history) to a platform managed by the company who wrote the original software that our forum is based on. (For those that are curious – it's vbulletin.com.) This is a new option that has only recently been available to us. It's not guaranteed that we can port the history – but give us a couple of months to coordinate all the logistics and we'll let you know how it worked out! As a side note – no one will have noticed but our website has a few technical issues in the background as well which prevent expansion and ongoing maintenance – we are also committed to fixing those this summer... (in addition to fixing our cars and getting the ready for Z-Fest!)

We want to personally thank everyone for their patience while we sort through these things. Hopefully we'll have our community back online soon and hopefully everyone is looking forward to taking advantage of it!

Sincerely

Raji & Diane

Treas Web

editors

Nissan 350Z sticking clutch pedal issue



suggestions, considerations, and a solution (for me).

I had owned my 2005 350Z for a number of years, when one hot day, the clutch pedal did not return to its normal “fully engaged” position, after a gear change. The pedal stopped short of the “fully engaged” position. I pulled the pedal back to its normal position with my toe. (this happened two or three times that day, and then not again for a week or more). The next time the pedal stuck, I realized that this was happening when the ambient temperature was 25 degrees C or warmer, and I was in stop and go traffic. The problem went away while driving on Highway 401 (after a while), but reoccurred once again that day, in stop and go traffic.

I enquired of some Z car owners at our next gathering, if any of them had heard of this issue, and no one that I spoke to had. The clutch operated normally for the remainder of the season, and the Z car went into storage for the winter.

On a hot day during the following summer and in traffic, again, the clutch pedal did not return to its normal position. And again, each time this happened, I pulled the pedal back to its normal position with my toe. I searched the club Forum (no threads on this topic), and other Forum's on the internet and eventually found comments as to sticking clutch pedals and possible remedies.

Some threads stated that the problem could be solved by changing the clutch fluid. (I had the clutch fluid changed just prior to the issue popping up, so for me, changing the fluid was not likely the solution). Other threads, suggested upgrading to DOT4 fluid, (which reportedly has a better heat tolerance than the OEM DOT3).

Still other threads stated that it actually may not be the clutch fluid, but the shaft that the clutch pedal pivots on that may be the cause of the problem. Their thought was that the grease on the clutch pedal mechanism may get gummy when it heats up and cause the clutch pedal to stick. They stated the remedy may be to clean the shaft with carburetor or brake cleaner, then lube up the shaft with lithium grease.

A service tech at a Nissan dealership near my home had not heard of my issue and suggested that a spring that holds the clutch pedal may not be engaging correctly. His

suggestion was for their technician to replace the spring and adjust the tension. (Sounded to me like he was guessing. I did not take him up on his suggestion).

I finally found a Forum thread that stated that the Master or Slave cylinder may be faulty, and their suggestion was to replace both (and the fluid).

Finally, I spoke with one of our club members who stated that he himself had this problem with his Z car, except his clutch pedal had stuck near the floor. He said that he was able to coax the car home (with much difficulty). He replaced both the Master and Slave cylinders (and fluid) and had no further issues. His suggestion was, for me to do the same.

Finally I had information that sounded plausible and I took him up on his suggestion.

I took my car to my neighbourhood tech (who is a Japanese car specialist, and who had recently replaced both cylinders on his wife's Z car). I had both cylinders replaced, and fresh fluid installed.

The clutch pedal has operated normally ever since (even on those hot summer days and in stop and go traffic).

In retrospect, I was fortunate not to have been stuck by the road side, or during one of our club tours. I hope my experience will be helpful, to those who may be having similar clutch pedal issues.

Happy Zed...ing

Roadster Pete

Added by Eric:

My son and I have owned a G35 and a G37, both of which have the same clutch setup, with the concentric slave cylinder. Both cars had to have that slave cylinder replaced. A very successful modification my son made to both cars was to replace the pedal assembly with a unit from RJM Performance

This is a quote from their website “Eliminates the Common Pedal Sticking issues after Hard Driving.”

THE TWIN TURBO

Deiter Roth

OZC Founder

(Story line by Buddy Wazzis Name and the other Fellers).

Most of you probably don't know this, but I used to live in Newfoundland for a little while. One day, sittin' at the bay, breeze blowin' over the rocks and the gulls screechin' overhead I thinks to meself that I needs a cool sports car to drive to the peer to go fishin' and impress the ladies along the way. Well you's not gonna find anything more exotic in Newfoundland than a rusted out Lada. Tarono was the place if ya wanted to find a sports car... So off I goes...

Didn't take me long to find me dream car. There she was in all her black beauty, cryin' out to me "take me home". Nissan 300 ZX Twin Turbo. What a machine. All dem fancy buttons and dials and even cowhide seats. Well I buys her on da spot. Now I didn't take her home right away, oh no. Ya see in Tarono there's a performance shop every six blocks and I wasn't gonna miss me chance to do a few upgrades to the 300 while I hads the chance.

Now the first thing I dos is look at the dinky little turbos. Looked like they came off a GoKart. And then I remembered that Mack transport that a buddy of mine had. Cummins diesel, got a turbo the size of a small watermelon. I don't know how dem guys down at the speed shop does it, but they made em fit. Yes sir...now we got some air flow. But, as you probably knows, once ya got the air flow you gots ta have the extra gas to go with it. I says to da boys "we needs bigger fuel injectors".

While they was scratchin' their heads, a lightbulb came on over my head. I thinks to meself... "Ya never knows whats ya can find in a military grave yard." Tanks... WWII Tiger tanks, fuel injected Tiger tanks. So... off we goes and we installed the Tiger injectors and fired 'er up. I just about started cryin', what a sound. Put 'er on the dino... 768 HP... at the rear wheels.

Now just one problem. The gas economy kinda went down the tube. But bein' the trained engineer that I become, doin' me own tune ups, I came up with a solution. Two NASCAR Sunoco refueling tanks (don't ask me where I got 'em) strapped to the roof, with two 2 inch pipes feeding directly into the fuel injection system. Of course ya could also improve the gas mileage by floorin' it for about 20 seconds and when she hit 300 mile an hour, ya shut off the motor and she would coast on for about 2 or 3 miles.

So, she's all gussied up; time to get 'er on the road... drove 'er all the way back home to Newfoundland. 1800 road miles, did 'er in... 14 hours including the 4 hour ferry ride. Oh yes bys... ya see she never touched the valleys, she just sort a skipped from hill to hilltop like a boat on the waves. Cops couldn't ticket what they couldn't see.

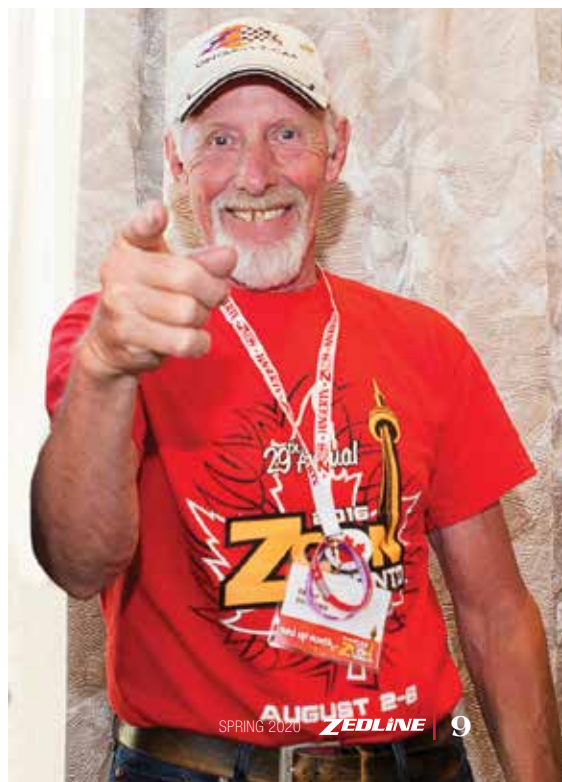
So here I was back home in Gander, sittin' on the Airport Boulevard. Airport Blvd. about 3 or 4 miles long, 3 stop lights. Kinda reminds me of Montreal. Stop lights don't mean a thing there either. The light's red and this old gaffer pulls up beside me on motor scooter. You know the kind I'm talkin about, with the pedals to help 'er along. They got an engine in 'em about the size of a spool of thread. I put one in my electric shaver once, didn't have enough power to shave the hair off my scrotum. So there he was, lookin' at the 300, leanin' down lookin thru the window and givin' me the thumbs up. The light was about to change and he knocked on the window, he's talkin to me and wavin his arms. Well I can't hear him. I got me windows rolled up. (I always keeps em rolled up cause like in an airplane, if you have an open window when you're doin' 350 miles an hour, you get sucked out.) Then I figured it out... he wanted to drag!

The light turned green and I gave er a little blip on the gas pedal. You know, I didn't want to bury the guy right away. That split second on the gas took er to 40 miles an hour in about a nano second. But he caught up to me right away, still tryin' to talk to me... Wavin' his arms and blatherin' away. I says to meself, "He wants me to go faster!" Well I had to do it then, didn't I? I buried the pedal into the floor. My head went straight back into the head rest and the skin on my face was foldin' back around me ears. I'm doin' 280 miles an hour and the old gaffer was gone... gone... gone.... and then he passed me!

Now, there comes a time in one's life where you swear you have entered the Twilight Zone. This was one of those. He passed me and kept goin'. All of a sudden, about 200 yards in front of me I sees him swing back around. He's comin' straight for me! I had to swerve out of the way as he went past me goin' the opposite direction!

Now if you can picture it, at the end of the Airport Blvd. there is a sharp left turn. Well I needs to make the turn, so I hit the brakes... screeeeeeeech! And there I be, halfway thru the turn, and out of my side vision I see motor scooter man pass me again, but he kept goin' straight!

Now I'm gettin' real curious, so I stopped the 300. I got out and looked toward the forest at the end of Airport Blvd. I had to go find him. About two and half miles into the woods, I found him. He was alive but he was all crumpled up in a heap. He looked like he got all burnt up reentering the earth's atmosphere. He was still tryin' to talk to me, so leaned down so's I could hear him and he says to me, he says, "I didn't want to drag... me suspenders got caught in your side view mirror!"



| One-owner Z



Growing up in Saskatchewan, I was always pretty much an American car guy.

My first car was a '54 Ford, into which I put a Monarch engine and overdrive. Next came a couple of Plymouths. My dad and I put an overdrive from a '55 into a '60, which required re-drilling the bell housing, welding the two different input shafts together and making a new driveshaft. Next was a '63 Chevy II, which had a perfectly good six, but I first squeezed in a Chrysler engine, then a 265 Chevy V-8 and finally a 283 with 3 two barrels.

Profile

The beginning of the end of my love of American cars was a car show in the Spring of 1970 where I first saw a 240-Z. Next came the Summer of 1971 when I worked with a fellow from Toronto who had a '68 Alfa Romeo Spider. Driving that car made me realize what I had been missing.

When I convoked in the Spring of 1972 (U of S Saskatoon Engineering), my wife (U of S Veterinary Medicine) and I took a loan and went car shopping. First we looked at an SS Nova, then a Corvette, but they didn't seem to give value for the investment. Next we went to the Datsun/Mercedes/Volvo dealer, ostensibly to check out the Datsun 1200, but couldn't resist a test drive in the only 240-Z they had. The salesman, Vince Canfield, took me for a ride I will never forget. I wanted that car so badly, I paid full retail for the demonstrator because I didn't want to wait for weeks for the next one to come in.

Soon after that we moved to Toronto, and the car became our daily driver. We had many good trips—Florida, Tulsa, New Orleans, Nova Scotia and all over Ontario. The car was our daily driver until Christmas of 1984, at which time the frame rails were so rusted out the engine was almost dragging on the road.

The car went into a body shop for a complete restoration where it languished for several years. The shop went through a bankruptcy and a change of owners. We came very close to losing it as a result. By about 1988 we finally got it out of the shop and parked it in a series of friends' garages until we bought a cottage and drove it up there in



1991. We parked it in an open car port and pretty well forgot about it except for driving it to the end of the cottage access road and back once a year for the next 12 years. I didn't realize how hard improper storage is on a car until I started getting serious about driving it in the summer of 2003. That is when I discovered the body shop had not re-connected the hoses which drain the cowl area so snow had been blowing onto the car then melting and soaking into the carpets. The result was that the floor had to be replaced once again. Also, sitting outside where moisture can condense on cool metal resulted in things rusting in unexpected places. For example the heater control flaps were hopelessly seized.

Continued on the pages 12-13

2020 EVENTS CALENDAR



NOTE: these events are subject to change
Please visit our website for the latest updates

DATE	EVENT	LOCATION and DETAILS
APR	<p>April 1 OZC Eastern Chapter Meeting</p> <p>April 8 OZC Western Chapter Meeting</p> <p>April 25 OZC Swap Meet</p> <p>April 29 OZC Peterborough Mid-Week Tour - New Tour!</p>	<p>Watt's Restaurant, 30 Eglinton Square, Scarborough, ON</p> <p>Old Marina Restaurant, 1947 McClintock Drive, Cambridge, ON</p> <p>Whitehead Performance, 134 Rivalda Rd, North York, ON M9M 2M8</p> <p>Details To Be Confirmed</p>
MAY	<p>May 3 Engineered Automotive Cars & Coffee</p> <p>May 6 OZC Eastern Chapter Meeting</p> <p>May 13 OZC Western Chapter Meeting</p> <p>May 13-17 ZDAYZ 2020</p> <p>May 17 TO BE CONFIRMED - Nissan Corral, Castrol Victoria Day SpeedFest</p> <p>May 23 OZC Halton Hills Tour - New Route!</p>	<p>Engineered Automotive, 355 Confederation Parkway, Concord, ON</p> <p>Watt's Restaurant, 30 Eglinton Square, Scarborough, ON</p> <p>Old Marina Restaurant, 1947 McClintock Drive, Cambridge, ON</p> <p>Fontanna Village, NC</p> <p>Canadian Tire Motorsport Park, Bowmanville, ON</p> <p>Details To Be Confirmed</p>
JUN	<p>June 3 OZC Eastern Chapter Meeting</p> <p>June 10 OZC Western Chapter Meeting</p> <p>June 13 OZC Niagra Wine Tour - New Route!</p> <p>June 18 VARAC Lapping Day at CTMP</p> <p>June 23 OZC Guelph Mid-Week Tour - New Tour!</p> <p>June 25-27 21st Annual Midwest Z Heritage</p>	<p>Watt's Restaurant, 30 Eglinton Square, Scarborough, ON</p> <p>Old Marina Restaurant, 1947 McClintock Drive, Cambridge, ON</p> <p>Details To Be Confirmed</p> <p>Canadian Tire Motorsport Park, Bowmanville, ON</p> <p>Details To Be Confirmed</p> <p>Lisle, IL</p>
JUL	<p>July 1 OZC Eastern Chapter Meeting</p> <p>July 8 OZC Western Chapter Meeting</p> <p>July 11-12 OZC Kingston Penitentiary Tour - New Tour!</p> <p>July 25 OZC Kawartha Lakes Tour - New Route!</p>	<p>Watt's Restaurant, 30 Eglinton Square, Scarborough, ON</p> <p>Old Marina Restaurant, 1947 McClintock Drive, Cambridge, ON</p> <p>Details To Be Confirmed (Optional Overnight)</p> <p>Details To Be Confirmed</p>
AUG	<p>Aug 2 Canal Days Car Show</p> <p>Aug 5 OZC Eastern Chapter Meeting</p> <p>Aug 12 OZC Western Chapter Meeting</p> <p>Aug 15 Wheels on the Danforth</p> <p>Aug 16 OZC 26th Annual ZedFest</p> <p>Aug 22 OZC South West Coast Tour (formerly Tabacoo Roads)</p>	<p>Details To Be Confirmed</p> <p>Watt's Restaurant, 30 Eglinton Square, Scarborough, ON</p> <p>Old Marina Restaurant, 1947 McClintock Drive, Cambridge, ON</p> <p>Danforth Road & Danforth Avenue, Toronto, ON</p> <p>Canadian Warplane Heritage Museum</p> <p>Details To Be Confirmed</p>
SEP	<p>Sep 2 OZC Eastern Chapter Meeting</p> <p>Sep 9 OZC Western Chapter Meeting</p> <p>Sep 14-19 33rd Annual ZCON</p> <p>Sep 26 Washago Car Rally</p>	<p>Watt's Restaurant, 30 Eglinton Square, Scarborough, ON</p> <p>Old Marina Restaurant, 1947 McClintock Drive, Cambridge, ON</p> <p>Nashville, TN</p> <p>Details To Be Confirmed (Washago, ON)</p>
OCT	<p>Oct 3-4 OZC Calabogie Tour - New Route!</p> <p>Oct 7 OZC Eastern Chapter Meeting</p> <p>Oct 14 OZC Western Chapter Meeting</p> <p>Oct 17 OZC Eric's Cottage Tour - New Route!</p>	<p>Details To Be Confirmed</p> <p>Watt's Restaurant, 30 Eglinton Square, Scarborough, ON</p> <p>Old Marina Restaurant, 1947 McClintock Drive, Cambridge, ON</p> <p>Details To Be Confirmed</p>
NOV	Nov 4 OZC Eastern Chapter Meeting & 2021 Elections	Watt's Restaurant, 30 Eglinton Square, Scarborough, ON


























































































































































































































































































































































































We sold our business in 2003 and I went into semi-retirement, so I spent a lot of time stripping the car down to the last bolt to either replace, strip and repaint, polish or plate each mechanical part. One of the biggest jobs was salvaging the engine compartment which the body shop had completely coated with at least a 1/4" of heavy gooey tar. I managed to strip it all off and sand the whole engine bay and re-paint it.

When winter of 2003-2004 shut me down, I had all of the parts ready to re-assemble. The block and head were at a machine shop in Orillia, and all the new rings, bearings, seals, suspension parts, etc. were in my cottage garage just waiting for warm weather. Spring of 2004 I put it all back together.

I used the car as a daily driver until the Fall of 2007. During this period, I started attending the ZCCR Rochester weekend, and have gone to every one since unless it coincided with ZCON. I have a nice trophy from ZCCR, earned from my dedication to their weekend.

Over Christmas 2007 I stripped the car to the bare shell and had it towed to Body by Biggs, near the cottage outside of Orillia, where it was given the once over. Most of the previous work that had been done was cut out and replaced. When we got it all back together in the Summer of 2008, I started driving it to all the national Z conventions, known as ZCON.

2008- Cleveland, Ohio. Some problems with water getting into the cabin prevented me from entering the shows.

2009- San Antonio, Texas. First place, judged show.

2010- Nashville, Tennessee.

2011- Savannah, Georgia. First place, Peoples' Choice show. This was our southern most point of a triangle which

took us 83 days and 23,000 km. From, Savannah my travel companion Terry, my best friend from high school, and I drove to Calgary, Alberta, then to St. John's, Newfoundland, with many side trips on the way.

2012- Phoenix, Arizona. ZCON. Booked and paid for. Terry had flown to Toronto from Langley, BC to travel with me but we had a flood on a renovation we were finishing up and we had to cancel. We drove the Z to Dearborn, Michigan for a night and toured the Ford museum instead.

2013- Nashua, New Hampshire.

2014- San Diego. Shared the trip with J.P., who came up with a kidney stone the morning we left San Diego. That is another story, best told by J. P. himself, but he was a trooper, surviving the trip home without complaint. Too bad he wasn't up to walking the North rim of the Grand Canyon with Peter Paumier and me.

2015- Memphis, Tennessee.

2016- Toronto, Ontario. Since I was a volunteer, the Z stayed at the cottage and I used the truck for the week.

2017- Austin, Texas. The Z wasn't quite finished, so I drove the Infiniti. There were only 2 Infinitis in the Peoples' Choice car show, so I got a second place!

2018- Atlanta, Georgia. First place, Judged Show.

2019- Branson, Missouri. 2nd place, Judged Show.

Over the 16 years of driving described here I have averaged over 10,000 km/year. 2019 was a good year at 15,000. 2011 was the best, at almost 30,000. The engine, which I rebuilt myself, has required nothing but 2 plug changes, 4 valve lash adjustments and once a year Amzoil oil and filter changes.



By 2016, the paint job done by Biggs was failing badly. They had used the same compressor for sandblasting and priming, without an air dryer, and introduced moisture into the primer. It took a few years to show up, but eventually small bubbles appeared all over the car. The car spent the winter of '15/'16 in Dean's shop, Fix Auto on Bertrand. The entire body was stripped back to bare metal and re-finished.

Over the years I've added breakerless electronic ignition, air conditioning, extensive sound deadening, cruise control, LED instrument lighting, Arizona Z Car adjustable rear suspension, lowering springs and R200 differential, and a 5 speed. I have replaced the rear brakes with Nigel's disk brake kit and

the front with Toyota 4 Runner calipers and 300 ZX vented rotors.

I have a series of photos that relate to this story on my Flickr photo hosting site <http://www.flickr.com/photos/janeeric/collections/72157603832012680/>
Or email me for the link: zedfoot@rogers.com.

This story appeared in Z Line several years ago, but a lot has been added. I hope I can re-run again in 10 years with a whole lot more updates.

Eric Zondervan

240 Z - Road Warrior

Annual OZC Planning With a Twist.



Annual OZC Planning – With a Twist.

Every year the OZC Executive gets together and plans out the calendar of events for the year. It's always a fun day (a little bit of work, a lot of socializing – it's a good mix). We consider what events were popular last year, what might be interesting or new to try this year and we even look into what other clubs are up to – all to generate some cool new ideas.

This year – we decided to try a totally different approach – a facilitated innovation session!

What?

Sounds like work right? Well – it is... and luckily the entire OZC executive team and some naïve willing members agreed to take part. We wanted to set some strategic goals for the club and figure out how to focus our limited resources into making a big impact for our members.

I learnt about OKRs through my work with technology companies. OKRs stand for “Objectives and Key Results” – it's a collaborative goal setting approach that helps groups of people align on where they want their organizations to be in the future, and brainstorm on different ways of getting there. It helps everyone focus on what's important to their organization, and in turn it's amazing to see how people get creative with the ideas!

(If you're interested in OKRs – read “Measure What Matters” by John Doerr. It's THE source on the topic. The author helped implemented OKRs at Google, Netflix, Intuit and a ton of other very successful organizations, including non-profits). The group that gathered for the OZC planning day was amazing – and for our first time trying this - I think we landed on some really great OKRs for our club. I think the success was attributed to a number of things:

- The input and feedback we received from the membership survey gave us new ideas as well as meaningful feedback on what the club is doing well and where it could improve.
- We had newer members participating that gave us a fresh perspective and we had seasoned members that had the wisdom, experience and context of what's worked or hasn't in the past, and of course a few in between.
- We prioritized ideas and picked ones that were relevant and attainable for our club.
- All the participants in the session were so active – great ideas, great focus, open and honest discussions – and a lot of respect for each others' opinions.

Here are the results of the session and what we've decided to focus on in 2020:

Objective #1: Improve the OZC Event Experience

(We want everyone to enjoy and value the time they spend with OZC.)

Key Results

- Participation in all tours in are at capacity
- Participation in non-tour events increases by 50% and participation is consistent



Ideas

- Connect with Members (have OZC ambassadors who reach out to members at events, especially new members to make them feel welcome)
- More Tour Variety (mix up & freshen up the "old" tours - re-brand, new routes; introduce new tours)
- More Social Events (pop-ups, easy mid-week get-togethers)
- Better Event Coverage (delegate event coverage for each event - online/Zedline)
- Member and Car Recognition (provide more coverage on member cars - online/Zedline)
- Guest Speakers at Meetings (invite interesting and relevant guest speakers)
- More Motorsport Events (partner with more groups that hold Motorsport events)



Objective #2: Grow the OZC Membership

(The more members we have, the more variety, ideas and engagement we hope to have.)

Key Results

- Membership exceeds 200
- Membership non-renewals decrease by 50%

Ideas

- Improve Communication of Member Benefits (include in renewal form, post on website)
- Send Reminders to Non-Renewals (if not renewing, inquire as to why, capture data for insight/follow-up)
- Promote OZC at non-OZC Car Shows/Events (bring Z Spotter Cards, post flags/tent, advertise OZC)
- Hand out Z Spotter Cards to Members
- Create "New Owner Package" for Dealers (give to new Z owners)

Objective #3: Grow the OZC Volunteer Pool

(People feel better about being part of a community when they're more involved.)

(We don't want to overburden our volunteers so would like to have more people to draw on for help.)

Key Results

- Track volunteer participation
- Increase number of volunteers per year by 25%

Ideas

- Enlist a Volunteer Coordinator (for the club, for big events)
- Maintain a List of Volunteers (people interested in volunteering, people who actually volunteer throughout the year)
- Volunteer Out Reach (ask "regional" members for assistance for events, reach out through online/Zedline/Membership sign-up, approach people at events to help out at next events)
- Zedline Content Volunteers (widen breadth on "domain editors" to collect more content in variety of areas e.g. Technical, Events, Other Clubs, Industry etc.)
- Volunteer Recognition (acknowledgement and recognition for volunteers)

Next Steps – What You Can Do To Help

- You'll see that our posted calendar of events for 2020 is similar to prior years, with a few new mid-week tours. Stay tuned for new and re-vamped events throughout the year as we start working through the ideas generated from our innovation session.
- Maybe you have some great ideas you'd like to contribute as well? PLEASE – we'd love to hear about them! Feel free to email them to diane@ontariozcar.com or approach any of the OZC executive at the events to drop some hints.
- Please give us feedback about the events and your experiences – the more timely the feedback, the better we can react to keep improving.
- Interested in volunteering? Even just a little bit would help – one event, a couple of events, on the executive committee? We're open to all possibilities.

Thanks to everyone who provided input and participated in this session. Everything new we try is a worthy experiment – hopefully this one has some great outcomes!

Diane Dale

Social Media - Track Diva



OZC Member Survey

First off, a HUGE thank you to all those that took the time to fill out our membership survey. We received 59 respondents – which is an amazing return from the perspective of surveys. It shows the members really care about the club and are willing to provide feedback and ideas. THANK YOU! AND we listened! This data is particularly helpful as we continue to set the executive focus for the year and see where we should spend time and effort.

Here's what the data told us:

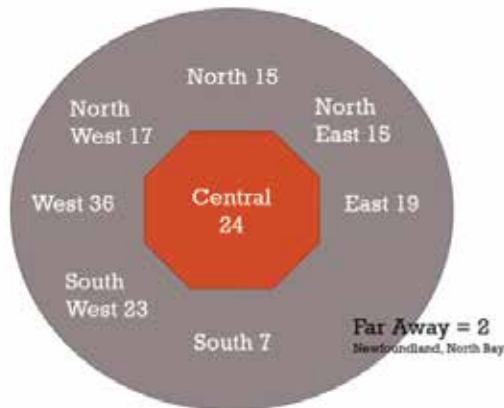


Fig 1. Membership # in proximity to central Toronto

From our membership database we learnt:

- More members reside west of Toronto than East (see Fig 1)
- The total number of members has remained steady for the last 3 years at 150
- We get approximately 30 new members a year, but we also lose almost 30 members a year (for a variety of reasons – selling cars, retiring, other priorities, lost interest)
- We only have 6 female members
- Our member retention is quite high (over 1/3 of the club have been with us over 15 years) (see Fig 2.)
- Event participation is healthy (we don't currently track how many or which members show up to events, however this is something we look forward to doing in the future) (see Fig 3.)



Fig 2. Membership retention (in # years)

From our membership survey we learnt:

- Members are mostly looking forward to Z-Fest, Zedline, Car Tours, the Swap Meet and going to Car Shows this year (see Fig 4.)
- The Halton Hills and Niagara Wine tours are the most popular of our tours – but all seem to be equally liked (apologies that we missed putting the Tobacco Roads tour on the survey!) (see Fig 5.)
- Zedline is EXTREMELY valuable to club members – they enjoy Member Stories, Event Coverage, Technical Articles and Stories about Other Clubs most (see Fig 6.)
- The thing the members enjoy most about OZC is the comradery and friendships – being part of a like-minded community and spending time with people who share a common passion
- Things we could do better included – more social/pop-up events (casual get togethers), fix the forum and improve the website (we promise we are on this!), more attention/inclusion to new members and expanding our volunteer base.

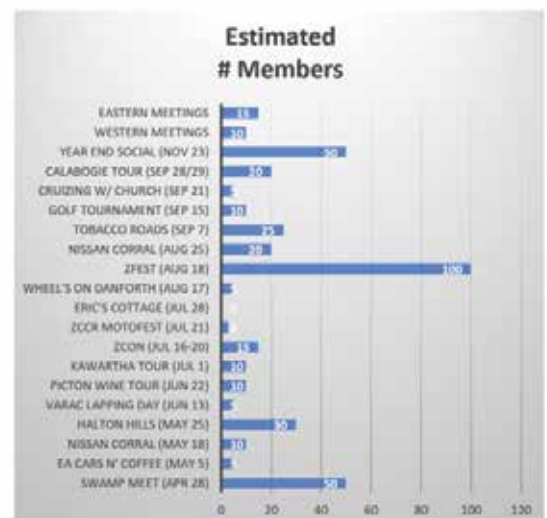


Fig 3. 2019 Estimated # members at each event

While we have set a "basic" calendar for the year – stay tuned for a variety of new events and experiences popping up throughout the year as we start incorporating your amazing ideas! We plan to try out a few new things this year and see what resonates with the club. Keep us posted on your feedback – we love getting it and putting it into action! Check out our "Annual OZC Planning" article to see what ideas we're going to start with!

Diane Dale

Social Media - Track Diva

WHAT ARE YOU LOOKING FORWARD TO IN 2020?

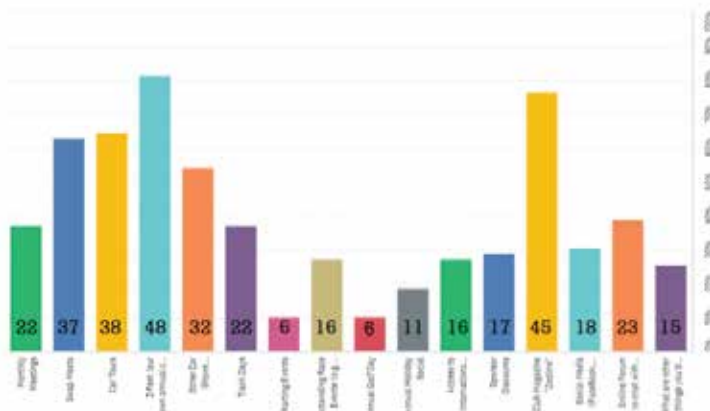


Fig 4. The OZC "products/services" you're looking forward to this year

WHAT ARE YOUR FAVOURITE TOURS?

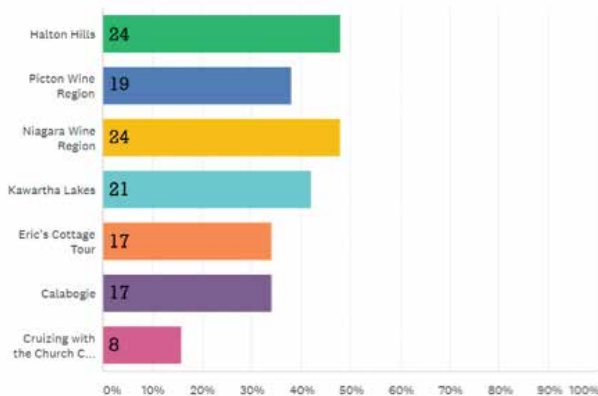


Fig 5. The favourite tours

WHAT DO YOU ENJOY IN ZEDLINE

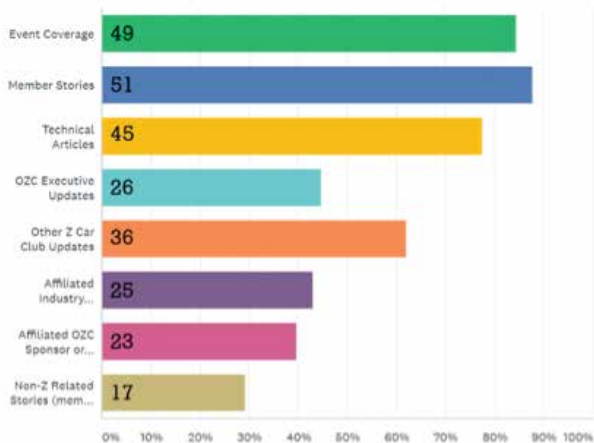


Fig 6. What you'd like to see in Zedline

Helping The Front Line During COVID-19

Dave Geroux has been a great supplier over the years to Ontario Z Car. All that great club merchandise like the ZCON Track Shirts, Golf Towels and much more came from one of his businesses. Outstanding quality and outstanding customer service.

We have now learnt that Dave has quickly re-tooled his shop and has started making and supplying front line workers with protective face masks during this important time of COVID-19.

Ontario Z Car recently made a small donation to assist with this effort. If you'd like to purchase masks, donate to the production or simply learn more – you can find all the information you need at doughstamps.ca

Dave – on behalf of OZC – thank you for all you do!!!



Nissan Canada set to release 10 new models in the next 18 months

The future looks bright for Nissan in Canada with 10 new models in the next 18 months. For fans of the Nissan brand there is much to look forward to. We will see fresh new modern styling with industry leading innovation and technology in the mainstream automotive segment.

No official information has been released regarding the next generation Pathfinder large SUV and Frontier small truck, however we expect these two models in 2021 along with a refreshed Kicks small crossover.

2020 Qashqai small SUV



Qashqai (Rogue Sport in the US) was released in North American in 2017 to replace the quirky Juke crossover. Now in its fourth model year, the 2020 Qashqai receives a mid-cycle refresh with redesigned front fascia, rear LED taillights, alloy wheel designs, interior trim and more standard safety aids. Qashqai sits between Kicks and Rogue in Nissan's small crossover line and is available in front-wheel drive or all-wheel drive, 6-speed manual transmission and CVT. 2020 Qashqai is on sale now in a variety of trim levels and unique colour combinations.

2020 Sentra compact sedan



The all-new 2020 Sentra was released in February and has been well received by the automotive press and consumers. Sentra is the all-time best-selling Nissan nameplate in Canada since it was first introduced in 1982, also known as the B11 and Sunny.

The new Sentra is powered by a 2.0L 4-cylinder producing 149 HP and 146 lb-ft torque. Handling and steering feel is significantly improved with newly designed independent front struts and multi-link rear suspension plus dual pinion electronic power steering. Most noticeable is the sporty

styling with a lower wider stance and modern athletic look resembling its big brother Altima.

Starting MSRP for the 8th generation 2020 Sentra S 6-speed manual transmission is \$18,798 (plus freight and tax). All other Sentra models have continually variable transmission (CVT). The fully loaded Sentra SR Premium tops out at \$25,998 (plus freight and tax). Nissan feels that the new Sentra will compete well with the other popular compact sedans including Honda Civic and Toyota Corolla. Current Nissan owners (2010 and newer) get \$1000 loyalty rebate on 2020 Sentra (March 2020 NCF program).

2020 Titan full-size truck



2020 Titan receives substantial powertrain updates, refreshed exterior and interior styling and standard Nissan Safety Shield 360 across all grade levels. The updated Titan offers the most standard power, safety and technology in its class.

New features include moonroof and a larger standard touchscreen display. The retuned 5.6-liter Endurance V8 boasts best-in-class 400 horsepower and 413 lb-ft of torque matched with a new 9-speed automatic transmission. To set Titan apart from other full-size trucks, Nissan provides the best new truck warranty in Canada: 5 year/160,000 kms (whichever comes first) bumper-to-bumper coverage.

The 2020 Titan XD remains the heavy hauler of the Titan family with a heavy-duty frame, brakes, and trailering technologies setting it apart for customers looking for extra capability. The Diesel engine option has been discontinued for 2020.

2021 Versa sub-compact sedan



2019 was the last model year for the Nissan Micra and Versa Note sub-compact hatchback models. To fill the void in Nissan's small car line-up, the Japanese manufacturer is re-releasing the Versa in Fall 2020 as a 2021 sedan. The new Versa will offer a level of refinement with expressive design and is loaded with technology and safety features not usually found in the segment – all for a price fitting buyers in the segment.

The next generation 1.6L 4-cylinder engine makes 122 horsepower and 114 lb-ft of torque paired with an enhanced Xtronic CVT transmission or 5-speed manual.

2021 Rogue mid-size SUV

Rogue is the best-selling model in the Nissan line-up and the best-selling mid-size SUV in North America. Now in its seventh model year, the current generation Rogue is overdue for a complete make over. The new Rogue, coming this Autumn, will no doubt continue to be Nissan's flagship SUV for technology, innovation and value in the highly competitive crossover market.

"With all of the amazing new models being released in the next year I am most excited about the next generation Rogue" expressed Tim Hoogaars, Nissan Advisory Committee member and dealer principle Milton Nissan. "Rogue is out best-selling vehicle and the new model will continue to satisfy our existing customers and attract more Canadians to the Nissan brand."

2022 Ariya electric crossover



Bringing together advanced technologies on an all-new EV platform, the zero-emission Ariya crossover embodies Nissan Intelligent Mobility, an expansive lineup of vehicle technologies and services that deliver an innovative, future-thinking driving and ownership experience for the customer.

Ariya will be approximately the same size as Rogue yet offer more interior space like Murano with a completely flat floor throughout the cabin.

Ariya EV will have an approximate 480 KM range on a full charge and a whopping 380 hp. Ariya is expected to come to market in 2022. Nissan Leaf EV dealers will carry Ariya.

Future Z sports coupe

Last but not least, Nissan has not forgotten about our beloved Z and is rumoured to be working on a next generation model. The current 370Z was released in 2009 and has received minor enhancements over the years but by-in-large it has been neglected as Nissan focuses on higher volume models.



None the less, Nissan recognizes the Z-Car is an important heritage vehicle that represents the brands success in racing and sports car performance innovation. An example of this is the 2020 370Z 50th Anniversary Limited Edition models. Its unique appearance pays tribute to the renowned Brock Racing Enterprises (BRE) livery that adorned the famous BRE Datsun racers of the late 1960s and early 1970s – in a choice of two exterior two-tone colour options: White/Red or Silver/Black with bold door stripes.

Nissan Canada comments, "The Nissan Z is an automotive icon with 50 years of storied heritage. We share the excitement of Z enthusiasts and sports car fans around the world who dream about what the future may hold for the Z. We have not announced any plans beyond the 2020 model year 370Z, and as a policy do not comment on future product plans."

For more information on Nissan, visit <https://usa.nissan-news.com/en-US>

Jason Okolisan

OZC member & Sales - Milton Nissan

2010 All Japanese Car Weekend



M

y friend, Steve Herzog, from Kitchener, and I planned to do this event together while our wives spent a few days at our cottage. My signals had stopped working, so I arranged for Steve to pick up a good switch from Laverne, who also lives in Kitchener, Thursday night. Steve and his wife Elfie arrived Friday morning, June 9 and I got right into installing the switch outside in the rain. We rushed through that job and had a quick brunch as we had agreed to meet a group at the duty free in Niagara Falls. We made our meeting about 15 minutes late where Terry and Sandra, Casey and Ann, Bob Chwalyk, and Mike Aucoin were waiting. We no sooner left the duty free than Mike's car started bucking and stalling, so Steve and I stayed with him while the others proceeded. We determined that Mike's Z31 probably had water in the gas and once we cleared the border and got up to speed on the interstate it ran fine.

We drove in tandem through torrential rain, passing an SUV on it's roof in the ditch. The Holiday Inn in Webster, NY was a welcome sight. After a couple of hours relaxing we set off on the short drive to John Taddonio's home for his welcome party. The party was a great success, with the rain light enough to allow for visiting outdoors. We renewed acquaintances, had great food and fine beer, looked at and talked cars far into the evening. When we went to leave, I discovered I had no headlights. I pulled the car in front of John's multi car garage where there was enough light to see that the in line fuse holder that feeds the relays I added was melted. The obvious fix was to bypass that fuse, but still nothing happened. I checked the fuses in the car and all were good. Finally, to get us back to the hotel, we got a length of speaker wire from John and wired the headlights directly to the battery. The odd thing was that they were running at only half intensity.

Saturday morning we headed off to the nearby Elks Lodge for the car show. The lodge is set on a large acreage, a truly gorgeous setting for a car show. Lots of trees to sit under on

a hot sunny day like we had. I spent the morning diagnosing my headlight problem. It had been a while since I wired them through relays and I had to do a lot of tracing to figure out what was wrong. Dave Palermo brought an excellent multi meter, some wire and a spare relay to the show, which was a welcome help. Now for the tech session: Early Z's bring the +12V from the main harness to the headlight switch. From there a single red wire feeds two fuses on the fuse block in the car. These are the ones that overheat and melt the fuse block. From each of the fuses a red wire goes to the common terminal of the left and right headlight. This is so if a fuse blows you only loose one headlight. The confusing part is that the "hot" wire is the common terminal of the headlight. Normally you expect that terminal to be the ground. The stock system brings the ground from the low beams, for example, back to the main harness where both the left and right are joined and come through the firewall as one wire. This wire goes back to the dimmer switch. The same applies to the high beams. When you turn on the lights, power passes through the various wiring harnesses several times on it's way to the light switch, then through the fuses, through several connectors, then back through the firewall to the headlights. The ground comes back from the headlights, through several more connectors and finally the circuit is completed at the dimmer switch, which has flimsy little copper contacts carrying what current is left after going through all the wiring and connectors. I was getting less than 10V at the headlights before I added the relays. When I converted to relays, I grounded the common terminal of the headlights and ran the red wire from one of the headlight fuses to one side of the relay coil. I brought a heavy wire off the starter lug (battery) through an inline fuse to the common terminal of both relays. I ran a heavy wire from each of the relays to the high and low beam lugs of both headlights. All the connections were soldered. I pulled the grounding wires from the dimmer switch out of the harness and used them to ground the coils of the relays. Now there is only a tiny current, enough to energize the relay coils



going through the switch, dimmer and fuse block. So why did the headlights not work? Remember I had changed the dimmer switch in a hurry in the rain? Well, the dimmer switch has two multi contact plugs which are quite obvious, but what is not so obvious is a small, single green wire which grounds the whole works. After spending several hours tracing every wire I opened up the steering column and there it was, the green wire hanging loose.

Enough of the tech session. Steve had been ambling around taking pictures all this time. Check them out at <http://www.flickr.com/photos/janeeric/sets/72157624437441411/> It was an eclectic mix of cars. Lots of Z's, of course, but also 3 wheel micro cars, and a good showing from the local Scion club. Three of the first 240's brought to North America, including the first one sold to the public, #13, in decent original condition. Two highlights of the show were the surprised look on Brian Gracie's face when he won best Z in show and Enrique and Julie taking home two trophies for non Z. Julie encouraged Enrique to let her drive the Y140 down so he could bring the 510. As a result they took home two nice chunks of hardware. After the show we went back to the hotel and a large group of us had a lively visit around the pool. Saturday evening was back at the Elks Lodge for dinner. The Elks and Elkettes served a fine meal with home made pie for desert. There was excellent live entertainment by a local group of good ole boys called Co Motion. They did a particularly good cover of Van Morrison. We drove back to the hotel in a perfect warm Summer evening. There may have been more partying, but Steve and I went to bed so we would be fresh for Watkins Glen Sunday. Sunday was an 8:00AM sharp departure for Watkins Glen. There was a huge turnout. At some points on the trip when we crested a rise we could see a column of Z's stretching for over a mile. Coffee breaks were a bit of a problem due to washroom overload, but we got to the track on schedule. We got to do several "warm" laps on the Watkins Glen Nascar Speedway. The speeds were nothing like a regular lapping event,

but it whetted the appetites of several. I see Mauricio has upgraded his Z32's suspension already as a result. Steve took some excellent video clips from inside my car which he then spliced together to create the feel of making full laps. When we came off the track we had a buffet lunch in the clubhouse then went up on the roof to watch some serious lapping with Corvettes, a Lotus and some 350Z's wearing out their tires. From there we headed for home, actually directly to my cottage. When we got there Sunday evening our wives were standing out in the lake so we had a quick dip then spent the night over a campfire reminiscing about what a fantastic weekend we had. I found out later from Elfie that Steve raved about what a great time he had all the way back to Kitchener. Kudos to the ZCCR group for putting on such a terrific event. I have been attending with one friend or another every year since, except when the dates for ZCon conflicted. If you haven't been to this event, know you know what you've been missing. We will pit this on our events calendar in the spring.

Eric Zondervan

240 Z - Road Warrior



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The AMSOIL Offshore Racing Team has claimed many national and world championship titles in several different categories of racing, and AMSOIL DOMINATOR Synthetic Racing Oil has been key to its success. After a full racing season covering 3,000 miles of extreme driving, a teardown of one of the team's Mercury® 525 EFI V-8 engines revealed clean, virtually wear-free components.



The piston crown contains normal carbon, while the rings remain clean and functional. Note the absence of wear or scuffing on the piston skirt.



The camshaft shows little-to-no scoring, bluing or wear after 3,000 miles of high-performance racing.



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