

ZEDLINE

2020 FALL EDITION



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THE TIRES!*

*SOCIAL DISTANCED
RE-LEAF TOUR*

*CO-VID PROJECTS
3M PAINT REMOVAL*

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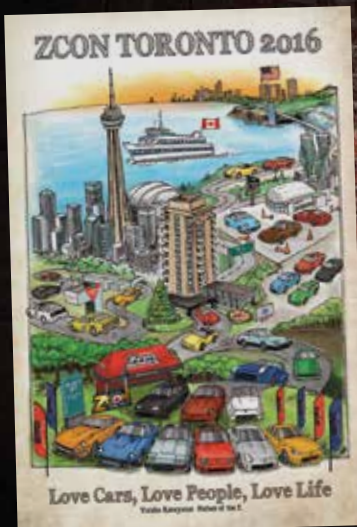
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Great pictures and story by Bill and Vandra Huser, the organizers of the annual tour in keeping with CoVid rules and social distancing!

newcomers

Gary Cashman
Susan Crawford
Shane Nicholson

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

Our new Z friends in Brisbane!



Nothing like the launch of a new Z prototype to bring together enthusiasts from around the world! Unexpectedly a number of us were invited to participate in the ZOOM launch of the Z Prototype on September 15 from Japan. (If you were watching you might have recognized a few of us in the “zoom heads” that populated the background. Our 5 seconds of fame.)

During some zoom socializing before the reveal, Lou, Raj and Mauricio got chatting with some folks from Australia. (something funny along the lines of wondering if we were the only people who called it a “zed” car.) The pre-event chat was super fun, but unfortunately cut short (with good reason – we were there to see the new car afterall). As cool things go... Dave Robertson, one of the Australian folks, reached out to us afterwards and suggested we get together for an ‘international’ meetup – to talk shop, Z experiences in other parts of the world, and learn about each other’s clubs. Dates were exchanged and with the monumental time zone difference of 14 hours, we decided to meetup on a Friday night 8pm our time (Saturday morning 10am their time).

What a fun night! About 8 of our OZC executive met up with four of the club executive from the Z Car Club of Queensland Australia (Dave Robertson, Bill Cash, Bob Gordon and Paul Clemens, their club president). There was lots of great banter and laughter – what a great bunch of people!

It turns out that despite being on the other side of the world, our clubs are very similar. We’re about the same size, hold the same kinds of events (although they have a few more motorsport enthusiasts than we do) and obvi-

ously have the same kind of love and enthusiasm for the z car. They do seem to have a larger collection of earlier Z’s than we do – but still get some modern cars out on their cruises and runs. We exchanged some links to each other’s events (we sent links to our 2016 ZCON, website, forum, photo albums, facebook page, Instagram etc.) – and of particular interest was amazing coverage of their Festival of Z – 50th Anniversary of Z Cars held at Bathurst in 2019. They held a week long celebration very similar to our ZCON event – what is particularly amazing is their turn out of early Z models for the track day at Mount Panorama Motor Racing Circuit. For those of you who ever tune into the Bathurst 1000 you’ll appreciate the technical complexity and wow-factor of this infamous track. I’m so jealous! Check out the links below!

<https://zcarclubq.org.au> (their website)

<https://www.facebook.com/ZCarQLD/> (their facebook page)

<https://youtu.be/ZsMzIHmmOg4> (coverage of their Festival of Z)

https://youtu.be/OpYHH2_dlkW (Dave’s Datsun in-car video of a lap of Mount Panorama)

We are definitely looking forward to continuing our relationship with our new found friends! So much so that we didn’t hesitate to setup another meetup date and are looking forward to inviting all members from our clubs to join in the fun. Watch for announcements from our membership secretary on the upcoming planned meetup – a great opportunity to show off pictures of our cars, brainstorm event ideas and explore Z life in other parts of the planet.

Diane Dale

Social Media - 240 Z Track Diva



How are you managing in the Covid pandemic? Some of you have probably taken advantage of less traffic (and possibly being out of work) to drive your Z more than ever. Others, who use their cars only for club tours will have done a lot less. We did manage to host a few informal tours, not scheduled on the calendar of events. We had two Wednesday tours, which proved very popular due to less traffic and fewer people at the stops we had to make. We were very careful to observe all social distancing recommendations. Since we had only 6 - 8 cars instead of as many as last year's 30 - 40, it was easy to avoid close contact. We also managed two weekend tours, described elsewhere.

We are fortunate that we love a sport that still works. With precautions, we can get out of the house, travel, enjoy fresh air and sun, and maintain social distance, all while wearing a mask and keeping our hands as clean as our cars! Even if we aren't touring, we can keep up social contacts and maintain our mental health during these trying times through Zoom meetings

Speaking of Zoom meetings, we are always looking for ideas and participants in the club's monthly Zoom meetings. Did you watch the Nissan Proto introduction, hosted by Nissan Japan? For us on the executive, the reward from this experience was meeting the Australian Z club before the presentation began. As a result, we were able to organize another Zoom meeting between their executive and ours. It's

a bit challenging with the time difference. We had it at 8:00 PM on a Friday, while it was 10:00 AM Saturday for them. This went so well, we are considering a joint meeting with all members of our club and theirs.

Keep your spirits up. Watch Z Car Tube videos (not American politics), read Zedline cover to cover at <https://ontariozcar.com/zedline/>, follow members' projects on the forums at <https://forum.ontariozcar.com/>, or on Instagram <https://www.instagram.com/ontariozcar/>, or follow us on Facebook <https://www.facebook.com/OntarioZCar/>

Lou Pereira

President - Z32 Project Eternity, 350Z



Tired out! (Part 1)

Despite, or perhaps because of Covid I've been driving and enjoying my Z more this summer than in other years. Been cooped up inside and social distancing, I needed to get out and drive, even if it was just by myself. In 2019 I didn't drive my Red 1990 Z32TT because of an oil leak in the turbo somewhere on a return line, as well as a leak in the power steering. I worried about a possible break down or engine shut down if the turbos were damaged. After all I already have my NA yellow Z32 parked, waiting to undergo a turbo swap.

Spring came, and with it the urge to drive the Z. Because of Covid, OZC had decided not to do any public events, but seeing that Brian Edwards and his crew had done a private tour, complete with write-up and pics (see our previous issue), I decided to join him and Ray Taggart on another socially distanced trip. Lou and I met them at the Square One mall and followed them through the Milton area, where we usually do the Halton Hills, the opening spring tour. The plan was to do the tour around Milton, get on the QEW and head to Niagara Falls for some photo ops.

We were on QEW just passing Burlington when I heard a huge rattling noise. My heart sank. There goes the Turbo or

the engine! I pulled off the road. The car was still running and had power (a good sign), and the noise seemed more in the driver's side wheel well. I could see a strip of rubber wrapped around the wheel and brakes, so I figure I had picked up something off the road. Upon further investigation I realized it was the inside of my own tire that was peeling off and wrapped around the wheel. I cut the offending piece off, and since the tire still had air I drove slowly to where the other three guys were parked waiting for me.

Once we all had a look, we discovered the inside of the passenger side tire was also peeling off the same way. We knew the tour was done for me and I would likely have to tow the car home. By this time, having four colorful sports cars parked at the side of the highway had created a long row of rubber-neckers, one of which was a tow truck driver hoping to snag a job. While Lou managed to sweet talk him and send him away, Brian called around and found a tire shop that amazingly had the low profile tires I needed - Michelin Pilot Super Sports. They offered a decent price to install them, so we limped about 15 kms on the service road to Hamilton.

The guys stayed with me for the hour it took to get the tires done, since we were in a somewhat unsavory part of town. We were ready to get back on the road. Our plan to drive to Niagara was over. But we drove around Hamilton and Brian found a nice place with some crazy murals painted on a wall. There we took some great pictures of our cars. And that was where we noticed that the tire shop had badly damaged my wheels. We were angry and were tempted to go back, but I decided it was no use, since we didn't have "before and after" pictures of the damage to prove it happened while in their shop. We knew I would need an alignment the next day when I got back to Toronto. We explored a few more roads, then split up to drive home. At the end of the day I had pictures of torn up tires and an experience to talk about.

You would think the story would end right there. No. Not by a long shot! Find the next saga on another page of this issue.

Rajinda Gunasena

Editor - Nothing but Z32



Ready to Launch!

2002 was the first time I ever got to see a reveal of a Z prototype and subsequent launch of the 350Z. I wasn't living in North America before that for all other Z releases. I already had my Yellow 300ZX with me and had also joined OZC in 1997-98. However by 2001 I wasn't active with the club due to many family and work related issues. However I was excited to see what Nissan had prepared after the much talked about design of my beloved Z32.

I roamed the internet for any information, albeit through a dial up connection. To be honest, I wasn't impressed with the very first prototype or renderings I saw, and I wasn't alone. Chat rooms and Forums blew up with a whole lot of negative comments. By the time the car came to Toronto Autoshow, it had changed a lot from it's original concept, with a more closer look to the current 350Z, except for the front grill which too was later refined before the release.

Being a designer, and an avid Photoshop artist I started working on my own designs for the front grill. I even lowered the belt line of the car which I still believe was too high on the 350Z showing less of the inside. I created a small web page as well as submitted them to chat boards. To my surprise it had a great response from many Z enthusiasts all around the world. The biggest one of them was the day I received an e-mail from Nissan. An executive wrote to me appreciating my attempts and mentioned that my designs had been sent to the design teams. Imagine that! Unfortunately I do not have that e-mail with me anymore, as it got lost or deleted during many changes of computers.

However this time around I had a front seat, as I am involved with the club, as well as ZCCA. Nissan too has been great, finally seems to listen to the Z car enthusiasts and clubs. As Lou and Mauricio were already in my CoVid bubble, we met and watched it together that Lou's place to watch the real time launch via ZOOM. It was a lot of fun and anticipation, as well as meeting fellow Z enthusiasts during the zoom call, especially from Down Under (see Dian's article about our new mates). Overall I think the car looks great, although I do have my usual likes and dislikes, from a designers point of view.

First the likes. Thankfully it is NOT a complete retro look of a 240 which is what most purists and original 240Z owners were waiting for. It has a lot of cues from the original, but also has some from other cars, especially the Z32. Love the rear taillights, with the black panel in between which started from the S30 and ended with Z32. The belt line too is lowered lot more than the 370Z, the headlights do emulate the 240Z's distinct look, and the side emblem on the C pillar is iconic.

My reservations lies with the front grill. Again! What's with Nissan and their grills! It's too square! Although since the launch it's been growing on me slowly, especially after seeing the close-ups of the grill, where a small definition is visible between top area and bottom. Still I hope they work on this as they did with the 350Z release. I was planning to do some Photoshop work again, but since there are already many artists rendering with great versions, I shelved that idea. Besides I've been too busy with my own work to even attempt it.

So, what do you think about the Z-Proto? We have a two page spread in this issue with some great pictures of the car, close up of it's details. Let us know what you think.

Also as always we have some great stories especially from members, who have are contributing a lot lately. Please keep your stories coming, by sending it to me, or Eric who once again has done an amazing job compiling great articles.

Stay safe during winter hybernation!

Rajinda Gunasena

Editor - Nothing but Z32

Canadian Zed Parts eh!



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The backstory behind my 1973 240Z



It all started around 6 years ago when I was finishing my final year of high school. I was visiting my neighbor who is like family to us. She owned a 240Z. After years of this car being in the corner of my eye I finally asked her and her brother about it (he since has passed away 2 years ago). She told me that the car belonged to her husband. I started looking up the car online and learning about its history and of course its potential. As the typical male teenager I was, I researched 240Z's and I determined that if it was my car I would swap the engine with a RB26DETT and make it a racecar/drift car. I told her I was interested in buying it, not knowing anything about the personal history of the car and the significance to her. She is currently in her late sixties and unfortunately has been declining in health over the past few years.

I will never forget what she told me. She described how she and her late husband Gerry used to go for drives during the summer in the car, how he would always be working on the 240z and how much he loved that car. She then went on to tell me about her husband. While he was in decline from progressive supra nuclear palsy he insisted she hold onto the car and not sell it to anyone else because he knew one day I would be interested in it. She then told me that even as he reached the final and most severe stages of the disease he was unable to speak with complete sentences, but he still was able to say to her "Make sure, Matthew, Car" and "Matthew Car". Both of us were in tears of course, and upon hearing that story I realized what I really wanted to do with this car.

I decided to keep my Z mostly stock with some minor upgrades. I did some work on the exhaust and the front and rear spoiler. Most recently I added halo headlights. I decided that in memory of her husband I would keep the original L24 engine in and not just build the 240z the way I liked. It took a few months to even get the



240z started. Her late brother Walter was an essential part of that. We also had to get the Z's safety inspection done at Silver Creek Gas Station in order to transfer the title over. A couple years later, I was finally able to pay for the completely rebuilt '70 carbs that my dad found on eBay, the exhaust, the headlights and a minor engine tune-up which was done at Four Star Motorsports. After all the ricker jokes I made with Walter that I would put an exhaust on the 240z that sounds awful, he got to hear the 240z with Fujitsubo exhaust and brand new carburetors. He smiled as much as I did. I'm very thankful he got to hear it before he passed away.

I brought the car over that summer to my neighbor's house to show her all the work that was done to the car and told her about my plan to put a sticker on the rear spoiler that says "In memory of Gerald". It brought tears to her eyes as her old memories of what was once just an old car collecting dust and fading away in a garage for over a decade was now a car that is full of life, full of character and ready for new memories. The 240z brings happiness to the both of us and keeps the memory of family alive. Even though we're not related, family isn't just blood relatives. She was so happy to see the car and looked up to the heavens and smiled saying, "You see that Gerry?" She told me how happy he would have been to see the 240z in my hands and for it to be taken care of this well. As I continue slowly building and trying to restore the 240Z I keep in mind where this car came from. A car that was passed on from his brother who tragically died in a car accident at a young age and now, is passed on to me.

One day I would like to have the 240Z completely finished and painted so that I could show her and take her for a drive in the completed Z but I fear that might be a long time from now because I can't afford to do all the work that needs to be done or that I want to have done. As long as I am able to take her for a drive (which I haven't been able to yet as I have classic car insurance and can't drive her until I'm 26, this upcoming year) I would be happy. It would give me so much happiness to bring more happy memories to my neighbor. I know one day I will complete the restoration, but until then I will work away at it piece by piece.

To finish the back story on this, I'm sure a lot of you see cars the way I do--not as a means to get from destination A to B, but as the journey between the two points. I will hold onto my Z for my life and I hope to one day pass it down to my children. Seeing the Z for the first time I would have never guessed the sentimental value that would come along with it but I'm glad I asked her about it. Some memories are made, passed down or experienced. This memory of family is kept alive through my 240z.

Matt Fritz

Junior OZC member



OZC Instagram Feed Gets a Much Needed Boost!

My name is Scott Robertson and I have been a member of this club on/off for several years. I have owned a Z Car since I was 18 years old! I bought my brother's 1971 240Z, drove it from Saskatoon to Toronto non-stop (that's another story) and now currently own a 2010 370Z, 40th Anniversary Edition. A lot of fun times with these great Z Cars!

pictures & video of their current car on the club Instagram account, I can post them for you.

If You're Interested in Being Featured on the @OntarioZCar Instagram Feed:

- Email me at ozcinstagram@gmail.com
- Provide a few photos of your Zed (up to 5 pictures and each smaller than 1mb please). Small videos clips can also be featured, but must be short in length and small in size
- Provide the year, model and very brief description and/or interesting note about your car
- Optional: your Instagram username, and/or photo credit, who took the pictures you are sharing – it's important to credit the original photographers!
- Optional: any Hashtag you want included like, #Nissan, #Datsun, #ZCar etc.... More people will see it if you use hashtags

I will take your photos and descriptions and upload on to the official @OntarioZCar Instagram feed – please follow along, "like", "tag" comment, re-post and tell all your friends!

I can also, post pictures from our Ontario Z-Car club events, cruises, etc! Or even post pictures and tag our club sponsors and advertisers (if it's something club related).

Since we are soon to be in the summer fun and driving season (hopefully together!), I'll be posting at minimum on a weekly basis. It will be fun to view cars from the app or online – and hopefully increase the club profile along the way.

As we get more organized on Instagram, I'll be posting more and more really cool and interesting Zeds from other sites as well.

How Do You Use Instagram?

I have included, if you need it - how to setup and use an Instagram account of your own on your mobile device or for use from a local PC or laptop.

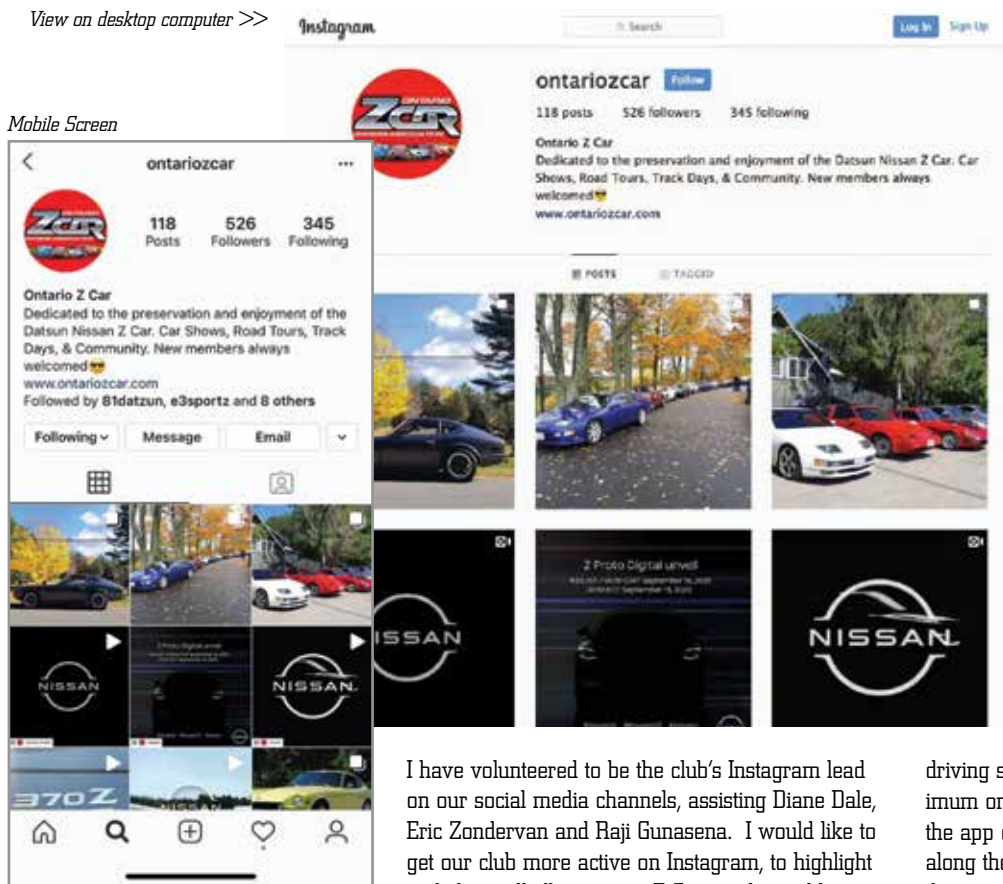
How do I create an Instagram account?

To create an Instagram account from the app:

1. Download the Instagram app from the App Store (iPhone) or Google Play Store (Android).
2. Once the app is installed, tap the application icon to open it.
3. Tap Sign Up With Email or Phone Number (Android) or Create New Account (iPhone),

View on desktop computer >>>

Mobile Screen



I have volunteered to be the club's Instagram lead on our social media channels, assisting Diane Dale, Eric Zondervan and Raji Gunasena. I would like to get our club more active on Instagram, to highlight and show off all our great Z Cars and possibly attract new members in the process.

What is Instagram?

So, what is Instagram and its intended use, you may ask? For those who don't know "Instagram, is all about photos and videos; it's a photo-sharing application."

To quote the internet... "Instagram is a free photo and video sharing app available on Apple iOS, Android and Windows Phone. People can upload photos or videos to our service and share them with their followers or with a select group of friends. They can also view, comment and like posts shared by their friends on Instagram. It is owned by Facebook."

Diane, Eric and I met to discuss the use of Instagram within Ontario Z-Car and came up with some great ideas to give it a boost. If any member is interested in sharing

then enter your email address or phone number (which will require a confirmation code) and tap Next. You can also tap Log in with Facebook to sign up with your Facebook account.

4. If you register with your email or phone number, create a username and password, fill out your profile info and then tap Next. If you register with Facebook, you'll be prompted to log into your Facebook account if you're currently logged out.

To create an Instagram account from a computer:

1. Go to [instagram.com](https://www.instagram.com)
2. Click Sign up, enter your email address, create a username and password or click Log in with Facebook to sign up with your Facebook account.
3. If you register with an email, click Sign up. If you register with Facebook, you'll be prompted to log into your Facebook account if you're currently logged out.

If you sign up with email, make sure you enter your email address correctly and choose an email address that only you can access. If you log out and forget your password, you'll need to be able to access your email to get back into your Instagram account.



Check It Out!

I hope you find Instagram fun and exciting to use and look forward to sharing your photos very soon on the @OntarioZCar Instagram account.

Scott Robertson

Instagram Saviour












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Dealers Welcome

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| Z-PROTO







3M Paint Defender Removal, The Hard Way.

CoVid-Projects

Well our Covid 19 blues continue with the cancellation of ZFest, Canal Days, Wheels on the Danforth just to name a few noteworthy local Ontario car shows. We're not the only club as well that have cancelled or postponed their major events for the year or until it's safe.

Aside from maintenance and upgrade items, one of the more laborious items that I wanted to tackle this year is removal of 3M Paint Defender from the front bumper of the 350Z. Some of you might have tried this product or remember it as a spray-on easy to install & not difficult to apply kit that came out back in a few years back to provide owners bumper fender and hood film protection. It's now discontinued for a number of reasons, mostly removal of the film after several years can be quite challenging. It's a polymer based spray on film and has some big disadvantages, two of which are hardening and discoloration with age. It was not really meant to be applied on your bumper or paint for more than 2 years. Now how long ago did I apply it ? Was that 2016 or 2015 ? Yikes ! It scuffs easily now and very easy to scratch as well and has lost most if not all of its protective properties. It's starting to discolor as well and clouds when wet.

I continued to look online for removal materials and even tried to remove small sections and re-spray thinking it would temporarily solve it. No luck. The new areas looked patchy and not very pleasing at all.

I reached out to Jack Macdonnell of JacMac's Resto Shop and he advised using Acetone which is quite strong and can quickly dissolve polymer coatings. Youtube guys were using Goo Gone as it's an oil based mixture and can more slowly

dissolve polymers. I had some around the house in a spray bottle but you can buy it in a liquid bottle or spray. Same stuff but the spray bottle is a bit thicker I found. Now the key is to find a set of household tools that you could moderately apply even pressure to by hand without damaging the clearcoat.

The car is not daily driven and is really for show and club meets only. The bumper is the original for the 350Z, painted from the factory and clear coated with OEM finish. I'm surprised it has held up well over the years.

- Goo Gone (spray is better but liquid can be put into a small spray bottle and applied the same way)
- Old 1200 W hair dryer left from college days
- Old 1.5 or 2" plastic spatula or dull plastic drywall smoother to scrape with a dull edge
- Super Clean (i happen to have a sample bottle) to dissolve and clean excess Goo Gone
- a few old micro fibre towels
- Spray on Goo Gone on small area, working bottom edge up, spray and let sit for 15 to 20 minutes more or less. Work in small areas, from bottom trailing edge up soaking the surface thoroughly before scraping. The old film is hardened and does not remove from the clearcoat easily without the Goo Gone, heat from the hair dryer and scraping.

- thinner areas were harder to remove requiring multiple attempts. Use hairdryer or if you have a heat gun even better however with a heat gun you might not want to hold it in one spot for very long.
- I scraped away at corners and leading edges first. scraping medium pressure, downward and sideways for sloping surfaces the hardest areas were the sloping front and the fascia where the defender film was very thinly applied and hardened. Extra spray and scraping were needed.
- Goo Gone and heat from hair dryer combine to dissolve the old film into a flaky oily crud residue which can be cleaned off with more Goo Gone spray or the super cleaner.
- Goo Gone is oil based which also acts like a lubricant which I found as an added benefit to prevent accidental abrasion of the clear coat.
- finish by wiping area clear of flakes, oil and residue.
- Run your hand along the bumper to feel any dried up residue remaining.

Allow approx 2 days for the completed 350Z bumper. I left the hood and fenders with the old coating and I had great weather for the week. Allow extra time to wipe down with Super Cleaner (which is mildly acidic)

Result came out really nice but it's not a very pleasant job but rewarding ! Hey I did say this was a time consuming Covid 19 project !

(Make sure you put down some newspaper or drop sheets to cover driveway or floor as wife gets concerned about oil marks on the surface)

Wear a set of protective gloves and glasses and cap to protect your eyes and hands.

All it needs now is a nice coat of wax and some admiring club members to show off your work !

Grant Iwasa



Continued on the pages 16



cruising

(Re)Leaf Tour

Eric Zondervan

240 Z • Road Warrior

Due to the popularity of our Wednesday Kawartha tour, I decided to host a Wednesday Fall Leaf Tour. Because some members are still working in spite of Covid, I ran the same tour again the following Saturday. Counting myself both days, we had 4 cars on Wednesday and 7 on Saturday.

The Wednesday tour started at The Northway Restaurant, a truck stop just North of Barrie on Hwy 11. I picked up a friend in Toronto at 8:00 AM and we pulled into the restaurant at 9:15. Two of those signing up were already there, so we waited until 10:00 for the third, then proceeded one minute up the road to SJL Automotive. The car we were waiting for still wasn't there, so I called the owner. Turns out he missed both the restaurant and SJL, so I gave him instructions on how to get turned around on Hwy 11. We all ended up together at SJL, where we warmed our feet on the hydronically heated concrete floor and visited with the employees and their dog. This shop specializes in tuning GTRs and Mitsubishis. They do custom machining of the clutches in double clutch transmissions. My son's father in law, Peter, introduced me to Steve, the owner. While we were there, I heard Peter making arrangements with Steve to get his R32 Golf producing 600 HP.

From the shop, we drove the Ryde Barn Quilt trail, a scenic back road drive featuring barns with big painted murals reminiscent of quilts. We stopped at The Tree Museum, just outside of Gravenhurst. I had never been there before, because when I drove the route earlier with Bill and Vandra Husar, it was raining so we hadn't gone in. This time it was a perfect walking day, so we set out. It turned out to be quite a walk to the sculpture garden. Everyone but me gave up before reaching it. Unbeknownst

to them, they had quit within 100 metres of it!

The next stop was the falls in Bracebridge, where we ate the lunches we had packed to take with us. We spent about half an hour there enjoying the beautiful setting, then took the scenic, winding Frank Miller Memorial Route to Gravenhurst. After a quick drive West towards Bala on 169, we turned South on Southwood road. We made a quick stop at the Torrance Barrens Dark-Sky Preserve, said our goodbyes and drove the rest of the way down Southwood and then home.

Saturday was a repeat, right down to one car missing both the restaurant and SJL. Since SJL was closed, we proceeded to Canal Rd, just off Hwy 11 to wait for several stragglers. Waiting seems to be a feature of Saturday tours. We repeated the stops of the Wednesday tour, including the Ryde Community Coop, where the President, Nancy, explained how it was completely run by volunteers and financed by donations. I encouraged everyone to make a generous donation. They have a beautiful new outdoor pavilion which will be a great place for us to eat our packed lunches once social distancing is not an issue.

This time the stop at the Tree Museum was more interesting. It was extremely busy, so they had us park in a field. One of our members slowed down too much in his 350 and got hopelessly stuck in the mud. We tried to figure out how to install the tow hook, since I had a tow rope and Peter had his all wheel drive R32 Golf. We gave up on that plan and a bunch of us just pushed it out. We picked up one more straggler who missed the barn quilt portion of the tour, and everyone walked all the way in to the sculptures. A highlight of that walk was the biggest beaver dam any of us had seen.

Being a Saturday, we got delayed somewhat in Bracebridge with Tim Horton's, McDonald's, and Pita Pit stops. We made up some lost time on Southwood Road. (The 350 who got stuck must have been trying to shake off some of the mud!) We lost a few on Southwood, but those who made it stopped at the bra fence for photos. My son joined us there on his newly acquired Ducati motorcycle. We all agreed that it had been an excellent tour, both days. We said our goodbyes and headed home.

In spite of social distancing, I think we all got a much needed boost, consistent with what Lou said in his Prez Sez.





Tired out!

The saga continues...

The day after purchasing the two new front tires, I was about to go for an alignment when I discovered the driver side tire completely flat! I must have picked up a nail. Using my portable compressor I got enough air in the tire to drive to Bobby Naidu's garage. He suspected a faulty valve and managed to replace it with a new one. However he was unable to do the alignment because the Z32 was too low to go up on the alignment ramp in his shop. So I went to a shop on the next building and found the mechanic to be quite knowledgeable about cambered cars, since he himself owned a 350Z. He knew exactly what the problem was with the tires wearing on the inside. As we suspected the camber was about 3 degrees out in the front. He also found one of the tie rod ends had worn off, and that there was an issue with the power steering rack (which I already knew), causing the steering wheel to be slightly off centre.

By this time since I had also decided to deal with the oil leaks, by taking the car to Lou's friend, Doug Mitchell, a master technician. He had previously told me he could fix the turbo line without dropping the engine, one of the reasons I had held back this expensive repair. It was amazing news for me, since the Z32's engine bay is extremely cramped. I was to bring the car to his shop in Listowel, Ontario, about 140 kms away. A week later on a miserable rainy day Lou and I headed out.

Lou had also found a power steering line for me from a donor car he had bought for his engine swap and Doug said he would look after that leak, too. Once the car was up on the lift, and Doug had gone through his checking process, he found the turbo line to be fine. This didn't mean good news to me right away, as the possibility of a bigger leak in the en-

gine meant, a more expensive repair. However, the problem was the rear main seal and which was also affecting my clutch. To make matters worse the power steering line we brought was from a NA and didn't fit the TT. Luckily Doug had the parts himself, but what should have taken one day to fix, would now take several. Since the car would be in the shop anyway, I decided to spend the money and have the tie rod end and power steering fixed. Doug even found a good clutch still attached to the turbo engine I had given him to work on, and asked me to come back in 4-5 days pick up the car. He was very kind enough to drive both of us back to Toronto in the late afternoon.

Next weekend my friend Chammika, who was visiting his son at The Western University in London, offered to drive me to Doug's. Having done all that was needed and a few more sundry issues, Doug had the car ready with the keys left with his dad. There were no more leaks, the oil was changed and car was fully checked, and he had taken it for a test drive. I was thrilled to find the car driving well, smooth and quite responsive. I even opened up a little bit on a backroad to find the turbos kick in well and no issues whatsoever with the engine. We drove to London, met my friend's son for lunch and headed to Toronto.

On the drive back on 401, I began to feel the car pulling to the left a little. I thought it may be due to the tie rod change and steering rack service. Doug had also told me I would need to redo the alignment. Just past Cambridge I was in the far left lane, my friend behind me in his Mercedes. I felt the steering wheel jerk violently, and something gave way in the front. I struggled, but did manage to safely cross 3 lanes to the right and park near an off ramp. My friend pulled in front of me and carefully backed up to where I was stopped.



My driver side front tire was completely flat again! Maybe the valve was no good? Luckily my friend had a portable compressor, and we thought we could fill the tire and get home. But no air was going in!

So we pulled our sleeves up and managed to jack up the car (those OEM jacks are's easy to operate) removed the tire, only to discover the whole inside of the brand new Michelin Pilot completely ripped off. Not just a strip, but the whole inside wall of it too. How could a tire with only 200 km on it rip that way? I called up Doug right away, who was equally stunned as we were. Having seen the pictures of the damaged tire I sent, he determined that the tire had lost air and I may have driven for quite a distance until the rim completely cut through the tire. I was later told that with low profile tires a driver hardly feels the tire deflating. In any case, I mistakenly thought the pull to the left had to do with an alignment issue. We inflated and mounted the donut tire, and put the damaged one in the trunk, and I drove home at 80kmh as recommended.



Next day Lou recommended the tire shop who had supplied his Firestone Indy 500 tires. The tire shop gave me a great deal, so I decided to replace both front tires. Next door was an alignment shop that suggested I should also change my rear tires prior to an alignment. They were right. My tires had been on this car as well as on my yellow Z since 2016, which was driven on the Mosport track during the Toronto ZCON. It was time to get new tires all around!

Following the alignment I found the tires barely rubbed under the fenders as it before. I feel the Firestones are more rounded at the top edge unlike the somewhat squarer edge of the tires had. All in all my baby now has new shoes and she drives well. She ran beautifully during a recent trip to Calabogie with Lou, Bobby, Sean, Edmark and some of Sean's friends.

More on that trip in another issue!

Rajinda Gunasena

Editor - Nothing but Z32



This was the 8th annual Kawartha tour. It was held on Wednesday, August 26, 2020. Due to COVID-19 we did not meet up at the Husar Lake House, however, we had a fantastic time, even while observing the restrictions in place at the time.

We went on a beautiful drive through the Kawarthas! Ten cars started in the town of Welcome at 9 am. First stop was at Fowler's Corners where we met up with Eric Z. After some refreshments we continued to River Road which followed the scenic Trent river. A perfect road for Zs! We left Lakefield and drove through the town of Buckhorn to Flynn's corner store for a group photo.

From Flynn's corner, we drove along hwy 507 for 40 km. There were lots of twists and turns and elevation changes. We met up in Gooderham at the LCBO and discussed the fun 507 drive. Skyline Park, in Halliburton was the next stop. Half the group missed the entrance and ended up in Kinmount. We all laughed and met up at the scheduled lunch stop at the historic Bonnie View on Lake Kashagawigamog. We had reserved tables on the veranda with a lovely view of the lake. Lunch was delicious! The servers were very courteous.

After that fun stop we drove along the lake's shoreline to Minden and stopped at the Kawartha Dairy. A mandatory stop for icecream cones. Down the road was the Panorama Park stop with a vast view of Minden and the beautiful trees. From here we passed through Kinmount (again for some!) on to Bobcaygeon for the finale at Tim Hortons.

Bill enjoyed organizing this tour and would like to thank everyone for participating. He is looking forward to another meander through the Kawarthas again next year.

Kawartha Lakes





Pictures and story compiled by
Bill & Vandra Huser

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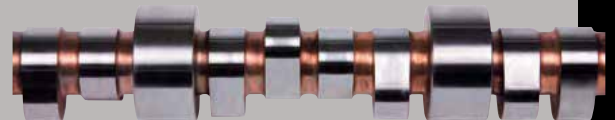
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