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2020 WINTER EDITION

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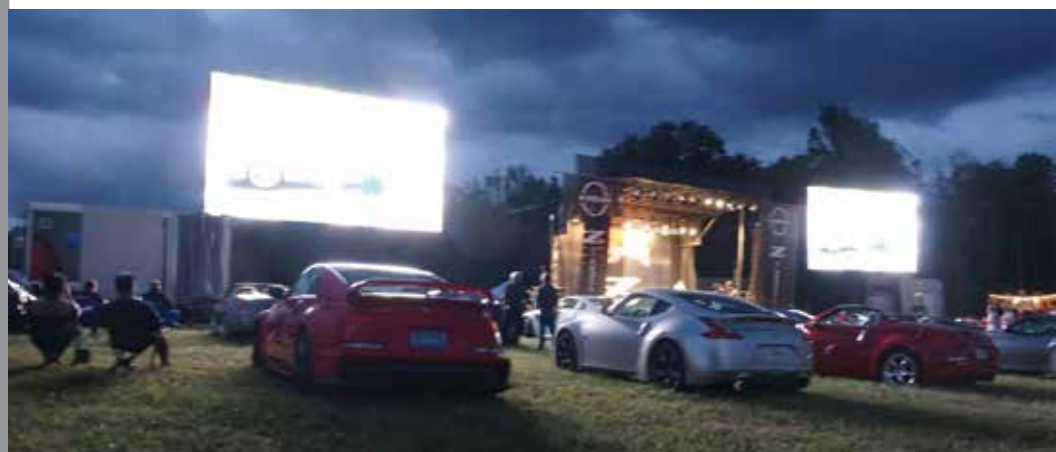
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W

ell, locked down again folks! When will this ever end? Now imagine getting on a plane and flying somewhere nice and warm. Yes...imagine! That's all of us can do right now, is just imagine unfortunately. This Covid lock-down and the cold weather combination really take a toll on our spirits that's for sure. What do we make of all this craziness? Stuck inside just like most of our Z cars. They're stored away for the winter and we kinda are too don't cha ya think? I'm sure that all of us want to get into our babies and enjoy the roads and scenery that the beautiful outdoors can provide.

On that note of being confined to our homes and garages, I know that there are a number of us working on our projects, whether that is our beloved Z cars, home repair projects or any other hobbies we may have. I myself have just returned back working on my Z32 which had been neglected for some time now. Basically, mainly to try and keep my sanity with all that is happening in the world these days! Granted it has been a bit more challenging working on it due to the fact that acquiring parts and supplies can be somewhat more difficult. That being said, for those of us that look forward to our annual swap meet I regret to inform you all that Whitehead Performance will not be able to host it this year. Let's hope that a more normal way of life finds us soon so we can all get back to these events soon. The days of just running out to your parts supplier and picking up what you need on a last minute whim isn't as easy as it used to be.

A little more preplanning is involved now when you have different stages of a project that can potentially hinder your progress due to down time and waiting on shipments or emails of pick up times for curbside deliveries. Getting the creative juices and energy going is one thing, however, keeping the motivation of these I find especially for myself a whole different thing!

They say that change is a good thing in most cases so let's try to will ourselves for some of that change eh? Well, one change that has occurred is how OZC now holds the monthly meetings virtually via ZOOM. If you haven't yet joined us on our online meetings than I strongly suggest that you do! Along with our monthly club meetings we also have occasional meets with ZCCQ of Australia. They are OZCs' mirrored image from down under! A bunch of great people with the love of Z cars! Look out for these virtual ZOOM meeting invites in your email box for instructions on how to be a part of these wonderful interactions we share together! On behalf of myself and the OZC executive committee we look forward to seeing you soon, whether that be virtually or hopefully physically when the pandemic improves. Folks...Stay positive..test negative!

Lou Pereira

President - Z32 Project Eternity, 350Z

Pandemic Projects

At our club Zoom meeting, held Wednesday evening, Jan. 6, we shared some of the members' projects during Covid. This gave me the idea of starting a new column in Z Line, called Pandemic Projects

I am encouraging all members to submit their projects for inclusion in future issues. They don't have to be Z car related, as many of us have other skills and interests as well. To start the column off, here is a project I did not share at the Zoom meeting.

A cottage neighbour had an ancient belt and chain driven boat winch which was giving him a lot of trouble. He asked me to source and install a new one. A search of Kijiji and other sites soon convinced me that I could build something better and at equivalent cost. The old winch had an excellent motor, and the drum was suitable. All it needed was a proper gear reduction. Princess Auto had just what I needed. The easy part was welding up a support frame and adapting the old motor to the new gear box. The old winch did not have a reversing mechanism, since it would free wheel to let the boat out. This was a problem, as it had a crude brake which jammed a block of wood against the drive pulley. The new gear box is a 60:1 worm drive, so it will not free wheel. When I opened up the old motor, I found the starter winding wires were accessible, making it readily reversible.

Richard was dreaming of a remote control, but thought it would be out of his budget. I found a remote control module with two remotes for \$25.00 on Amazon. I had some relays left over from a \$40.00 ten-pack. The remote module is meant for ATV winches, which have their own relays built in,

so I had to figure out the circuitry to control the heavy current draw of the 1/2 HP motor.

The field winding requires the same 110 volts in either direction, the starter winding requires the wires to be reversed to run in reverse. Since the relays are single pole, I needed 4 plus an old multi pole I found in a box of relays I inherited from my Dad. I also scrounged an old 12V transformer to power the whole setup. One of the most expensive items was the waterproof junction box from Home Depot. This contraption has only been bench tested so far, because the boat was put away for the winter by the time I got it all together.

Eric Zondervan

240 Z - Road Warrior





editor

It's already February and like most of you I too am impatiently waiting for the spring to arrive early. Granted, so far the winter has been very kind to us, but with the CoVid restrictions, not having proper contact with a human is getting harder every-day. Even if the spring arrives early the threat of continuing restrictions always looms over us, which would simply be unfair to us Z folks who are waiting to get out and drive. So here's hoping we get the better end of this whole ordeal.

This issue as most winter issues has limited articles on our club events. Add to that the restricted season we had, there are only 2 events we have left from last years calendar to write. First being one of our popular 2 day tour to Calabogie which we ended up organizing as a private event. You can read about it and check out the pictures inside, which I took part in and compiled the 2 day driving and incidents.

The second is the ZCON, which usually is well attended by our club members, but with the Canada US border closed, was not possible. To most Canadians envy, the ZCCA proceeded with the event, quite successfully with Nissan USA coming on board for the reveal of the Z Proto. I was involved with some of the design work, as did Brian Gracie working on trophies. This was the 3rd ZCON I got to design the main Logo, the Banners, Poster (pictured on this page) and the Event booklet. All this thanks to Executive Director of ZCCA Chris Karl, who trusted my design abilities. With his busy schedule Chris was also kind enough to write and send us a recap of the event, along with some great photos which are published on this issue.

We also have some pictures of the Lapping Day organized at the Canadian Tire Motor Sports Park's DDT track by the Whitehead Performance, that some of our members took part. We also have a follow up article on the 260Z build by Oliver we



published couple of issues ago, as well as an article written by Eric on a project he started during the CoVid shutdown. I hope there are other similar projects you started due to this current situation, and we would love to hear from you.

Enjoy all these plus a couple of compiled articles from other news & publication resources!

Rajinda Gunasena

Editor - Nothing but Z32



Close call!

I t's been 3 years since I last took part in the popular 2 day tour to Calabogie. Not having the Z, or issues with it as well as other family commitments had kept me away from this great tour. But I had heard about all the adventures guys who went on those years experienced, and some of the NEW roads they'd discovered during those trips. With the isolation of CoVid blues, and getting my Z32 in optimum condition, minus the few tire issues I had to endure (described in the last issue), I was itching to get back to it, with Lou and others.

We had issues from the beginning, mostly due to the CoVid situation. The club had taken the decision to NOT have any tours during the season. As an Organization we are bound and responsible for the well being of our members who participate in our events, and didn't want to jeopardize the good standing it had. So after a discussion, the club announced that the Calabogie event would be canceled. However, by this time the interest had grown so much and people had already booked their Hotels, that some, including my self, were willing to take part in the tour. Because all of us had been waiting to get out in our cars after being stuck inside our homes most of the season, a few of us decided to organize it as a private tour. A few friends getting together and going for a drive! I had not booked the room at the hotel, and with the last minute change, had to book another hotel just few hundred meters away on the other side of the main hotel.

The plan was in motion and Lou had set up the route to the hotel, via the usual stops at familiar locations. We all met up at the Tim Hortons located, off the exit to Brock Street on 401 in Whitby. I managed to convince a couple of my Sri Lankan friends who own a Mercedes ML350 to join us for half of the tour, as they had planned to visit their son at the University in Peterborough, which was on the

way to our destination. Other participants who joined were Edmarc (GTR), Lou (370Z), Sean (His wife Taylor's white Z32), Bobby, Andreas (Subaru WRX) and his dad (1990 Subaru SVX).

Our first stop was at the Coffee Time near Peterborough, where my friends peeled off, and we continued on to the Kawartha Winery that we visit all the time. There weren't many visitors there, and all of us were wearing our masks, making sure we were distancing as required. Even during other stops, our group, as well as the community, were well disciplined, adhering to the restriction rules we had at the time. We bought some wine, Jams, Jellies while I noticed the winery was expanding with a new building which wasn't there 3 years prior. Business must be good, as OZC it self makes a visit there at least once a year!

Our next stop was the look out point at Skyline Park, a location I wasn't aware of and the guys had found on a previous tour. There were more people there than we expected and parking was a bit of an issue. It was obvious to me why it was so popular as the view was amazing, showing an amazing scenic landscape in it's beautiful fall colours. After taking some pictures we stopped at a Chinese Restaurant where we had planned to get our lunch. The plan was to get the food and drive to a park and enjoy it. However, with a slight drizzle outside, we were happy to accept Bobby's invitation to drive up to his cottage which he said was only 10-15 minutes away. However, the drive to his place took a little more time and distance than that. It also took us away from the route we'd planned, more north and towards Ox Narrow, Haliburton. But it also gave us a place to relax and enjoy the food, meet Bobby's son and check out his place, which had plenty of space for his collection of cars.

Calabogie Tour



After lunch I managed to find an alternate road that joined our regular route, a bit further along than going back to where we branched off. The roads were not bad, and had some scenic areas as I took the lead of the convoy, determined not to get lost on the way. By the time we reached our hotels it was pretty late. The ladies relaxed in Lou's room as well as the adjoining room of Sean and Taylor's. Guys braved the outside weather with a few drinks and enjoyed the mutton rolls and patties I had taken, waiting for the Hotel to arrange a separate area for all of us to dine, away from their other guests. After dinner Edmarc and Nadia headed back to Toronto and Bobby and his wife Carmen drove to the hotel down the road where I was staying as well.

Next morning we gassed up and joined the others, for some Timmie's and were told there was a great road right behind the hotel, which we had not driven before. It was a short distance, but was great just as we were told. Soon after that Bobby had a mechanical issue with his car. Just as I let him pass me, I heard a loud backfire from his exhaust and he slowed down and pulled over. I stopped behind him and called Lou via radio and he turned back to help. It took a bit of time to figure out the issue, and I for one was happy there were many gear heads there to diagnose the issue, including some of the wives who chipped in for fun. In the end, it was a tiny nut that had come loose in the rotor inside the Distributor. We were lucky enough to find it still inside and the car started right away and we were on our way back.

The rest of the roads were great, amazing views and great elevations as I got to enjoy my newly tuned Z32 to the maximum. The weather gods too held back with only a few minor drizzles on a cloudy day. After reaching the 401, each of us took our own route back to our homes. I reached home late on Sunday night, exhausted from the driving. All was good till the next day when Lou called me to relate that Bill Hussar, who lives in the Kawartha area, had informed him that the winery had found a CoVid positive visitor in their premises on Saturday, the day we visited them. For a while, both of us didn't know what we should do, and if all of us who visited there were in danger. However, Lou contacted the winery and was told by the manager that they had found out via CCTV that the suspected visitor was at their premises around 2-3 pm, by which time we'd left the winery and were at Bobby's cottage having our lunches!

Now that was a close call!

Rajinda Gunasena

Editor - Nothing but Z32

Please check out more pictures from Calabogie on page 15





ZCON 2020 Re-Cap

Welcome to the “50th Anniversary of the Z” celebration recap from last year’s ZCON (Z Car Convention) event held Sept. 16-21, 2020 in Nashville, TN.

While 2020 will be remembered for a lot of things in the world, the Z Car Club Association worked carefully to provide a week of activities for Z car enthusiasts to commemorate 50 years of the Nissan/Datsun Z car. Nissan, NISMO and a couple dozen after-market sponsors contributed to the event amidst the challenges of earlier-year lock-downs, event-venue restrictions and travel hurdles impacting international ZCON attendees.

Spirits were bright amongst the (often masked) faces of attendees to enjoy the festivities. Nissan corporate unveiled the new Z model prototype during the festivities. ZCON planning team members coordinated the event date and “Z Proto” release to occur during ZCON week on Yutaka Katayama’s birthday – September 15, 2020. Over thirty Z car clubs were in attendance for the celebration.

Sound-bites on the History of the Z Car and some of the guests of ZCON 2020

Yutaka Katayama, “Mr. K”, worked to bring the Nissan brand “Datsun” to the United States back in the ‘60s and desired a sports car to round-off the value-brand’s line-up of vehicles. In concert with Yoshihiko Matsuo, the designated team-lead for the new “Z” car the model was released as a 1970 model.

The 240z changed the way sports cars would be developed for years to come providing affordable value and performance in a package that looked as good on the street as it could perform in race-car livery on the track.

ZCON 2020 heralded back to this history with a celebration of some of the key Z story figureheads like Mr. K, and Matsuo-san, who passed months prior to the event. Johnnie Gable – best known as “Mr. K’s Secretary” – was also in attendance with her son, Kenny Ueda. “Mad Mike” Taylor entertained and roasted people during the closing ZCON ceremonies and shared stories of his work with Mr. K to resurrect the Z car and lobby Nissan to launch the new 350z.

One of the most successful teams in Nissan racing history is BRE, Brock Racing Enterprises. Peter Brock attended this year’s event sharing stories of his storyline of involvement in the early Datsun Z car and how some of his interactions with names such as Carroll Shelby led to his racing (and winning) with Datsuns. Enthusiasts enjoyed the special guests’ speeches, interactions, stories and the sheer social aspect of the ZCON 2020 event. The “JDM Legends” TV-show hosts attended to share stories from the show and of their builds. Adam Carolla was also in attendance – a die-hard Nissan/Datsun racing fan – and owner of many significant race cars.

This year's event team and our sponsors have displayed a commitment to the convention in an unprecedented way. There is no easy way to organize an international car-related event in a different location year to year. Add the challenges associated to the times we all are enduring, and it becomes ever more special that ZCON was able to provide a modified platform to celebrate the Z's heritage.

This year's schedule included the "Z Proto" global reveal with the ZCON chairman and Adam Carolla on a pop-up stage (drive-in theatre-style). The ZCCA concourse-style judged car show competition was held at the Barn at Sycamore Farms... a beautifully landscaped venue with libations offered and served by ZCON staff. The motorsports schedule includes a track day, autocross, and karting event at the famed NCM Motorsports Park. The event festivities were wrapped on ZCON week-end on Saturday night with a toast to the Z car – and hopefully – many more years of Z heritage to come.

The Z Car Club Association is honored to host the ZCON event (www.ZCON.org) and our thoughts and prayers go out to the families of Matsuo-san and Johnnie's families.

Chris Karl

Executive Director-Z Car Club Association
www.zcca.org

Please check out more pictures from ZCON 2020 on pages 12-13





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UPDATE:

Reviving a basketcase Z: Project Theseus

last of the p/s rear quarter and all of the underlying rusty structure. Getting all this back together fitting nicely was quite the job, but I got it in the end. This side kept some of the original sheet metal in the form of 2" on all sides of the fuel door - why this rusted on the southern replacement quarter but not on my totally destroyed car is anyones guess.

The replacement taillight panel got a similar treatment - while far better than the mangled mess I'd pulled of the car previously it still needed work, and by the time it was on for good it was a combination of bits from a 240, 260, and a 280z taillight panel. While I was repairing the rear end anyway I converted the 260z bumper brackets over to the 240z mount style; one less hurdle to mounting small bumpers later on.

The final 'big' job to do was the engine bay - while at first glance it might have looked like some relatively minor patches would have the bulk of the rust, as I tore it farther and farther apart I quickly realized that a lot more metal was going to have to be replaced due to accident damage and shoddy previous repairs. it might not be perfectly OEM-spec now, but I'm rather happy with how clean it turned out. While I was making everything from scratch anyway, I modified the upper radiator support to be removable for easier engine install, replaced the hood torsion rods with gas struts, and replaced the heavy 260z gas-strut mounts with captive nut plates in the stock 240z location. Welded camber-plates also went on at all 4 corners and I've been stitch-welding every seam that I can see on the interior.

Currently I'm finishing up the final fiddly stuff that has to happen before I can finally get the car on a jig to clean/paint the underside - minor panel surgery to get panel gaps acceptable, redoing some work I wasn't totally happy with, and most recently cutting the cowl off to get better access to paint the hidden areas - it's in surprisingly good shape and I don't want to have to deal with the bottom rotting through at some point because I left it unpainted and rusty.

With any luck I'll have the car painted within a few months, and then I get to have the fun experience of trying to reassemble everything I stuffed in poorly-labeled boxes multiple years ago.

Oliver Barber

The last article I wrote about my 260z finished by saying that I planned to have the car driving by the end of 2019. Going off the fact that you're reading this installment of documenting the cars progress at some point in 2021, you can probably guess that was a tad optimistic.

That said, I've still made an enormous amount of progress in the last year, and I'm hopeful that 2021 will be the year I finally drive the darn thing. I've taken far too many progress photos to show anything more than just the high-lights, but if you happen to be interested in seeing more and watching my slow decent into madness as I weld a Z together from parts of ~9 others you can check out my thread on the OZC forums (and maybe even make your own thread if you're building something!).

When I left off last time, I had just finished the driver's side rear quarter and floorpan. With those done and some measure of structural integrity back into the car, I moved the car over into its more permanent home at the other side of the garage, and started hacking the bad metal out of the passenger-side floor and rocker panel. As with the driver's side, the passenger side had a LOT of rust to deal with, and this involved digging multiple layers deep behind panels to properly get at it all - at this point, the only original sheet metal in the middle third of the car is the floor, transmission tunnel, and the upper 1/2 of the a-pillars.

With the rocker and floor back in place I felt comfortable enough in the structural integrity of the Z to cut out the



CALABOGIE



Whitehead Lapping Day

DDT Track, Canadian Tire Motor Sports Park



Nigel White

240Z Nuclear Powered?

The first time I went to the Driver Development Track (DDT) at Canadian Tire Motorsports Park was probably around 2006 when CTMP was still known as Mosport. I took my '73 240Z, and with me sitting so far back (I'm 6'7"), a small diameter steering wheel for more knee room, 225 wide tires and no power steering, muscling the car around the short, tight track with my arms straight out was exhausting. I also learned a valuable lesson about maintaining focus. I happened to run into an old friend and fellow Z owner Marc Guimont at this event and I took him out for a few laps. I was too busy catching up with him and not focusing enough on my driving that I ended up putting the car in the wrong spot to make a corner at the speed I was going. My choices were to try to make the turn and likely spin, or go straight off the track but at least still have control of the car. So straight off I went. It was a bumpy ride, popping the rear hatch open and taking out a cone which cracked the air dam I had just put a lot of effort into refinishing in the process! But it was a small price to pay for the lesson I learned.

So, that was my introduction to the DDT, and I never returned again until this past fall of 2020. With the Covid 19 pandemic shutting down just about every type of car event, track days were just about the only option left, but fortunately they are my favorite! I was signing up for every event I could find the time to go to and when I learned that Whitehead Performance was hosting an event at the DDT in September, I jumped on board. This was my first track event with Whitehead Performance, but they are no strangers to me. I first brought my Z to Greg Whitehead back in the early '90's when the shop was known as Sanroc and was located on Dufferin St, just south of Finch Avenue. At that time, Mike Hansen was just another customer like me, whom I'm sure never imagined at the time he'd be running Whitehead Performance a few decades later!

We're very fortunate to have one of the few Z Car specialty shops in North America right here in the GTA and that meant that with Whitehead Performance hosting this track day, there would be some fellow Z Car owners and enthusiasts in attendance. With months of social isolation, I was really looking forward to reconnecting with some old

friends. Greg Whitehead himself was there with a vintage B210 race car, along with Rick Scott with his 240Z track car and Peter Skillins and his 280ZX track car. Jerry Barvinek showed up with his gorgeous RB20 powered 240Z and Glenn Walker had his awesome SR20 powered 510. Diane Dale even made a surprise appearance! As luck would have it, she was next door at the Grand Prix track helping out with an F1600 race day. The rest of the field was rounded out with other WHP customers.

For late September, I don't think we could have asked for much better weather. It was cool starting off in the morning, but by mid day there was a mix of sun and clouds with temperatures in the high teens. Things were slow to get rolling on the track, so it was a great opportunity to chat (appropriately socially distanced of course) and catch up. Eventually, the track opened up and out we went.





The track layout is completely different from when I was there last, not that I can remember much about what it used to be like. I was starting from scratch either way. Also, this time I was in my 2018 Camaro SS 1LE, with my Z more or less retired from track duty. I picked up the layout pretty quick and set about refining my line over the course of the day. It's still a short, tight track which requires a lot of foot work on the pedals, which I'm not the greatest at. But the Camaro has so much grunt, I don't need to shift that much. My preference is big, high speed tracks like the CTMP Grand Prix track, Watkins Glen, Road Atlanta and so on. Of course, the stakes are much higher on those tracks. But regardless, I still had a great time on the DDT track!

If you're new to track events, tracks like the DDT and Toronto Motorsports Park (Cayuga) are ideal. The speeds are a lot lower, so there's less risk as you work up to your limits. An instructor is crucial as well. Like any sport, having a coach will speed up (no pun intended) the learning curve substantially, and also make you a much safer driver. Track days are a tremendous adrenaline rush and a ton of fun, but the consequences can be severe if you or someone around you makes a mistake. So, you want to be as prepared as possible, and don't hesitate to reach out to experienced drivers to get their guidance. Just be forewarned that it's addictive! I'm already keeping an eye open for events I can sign up for in 2021, and if Whitehead Performance hosts events again this year, I'll definitely put those on my short list!





SPEED TRAP

Eric Zondervan

240 Z - Road Warrior

The following was compiled from articles in CAA magazine, the CTV and Wikipedia.

The first internal combustion-propelled car may have chugged out of Karl Benz's workshop back in 1886, but it took until 1901 for a U.S. state to decide that the automobile could be dangerous if driven at speed. And in reaching this conclusion, on May 21, 1901, Connecticut became the first U.S. state to introduce speed limits for the car of 12mph in the city and 15mph in the countryside.

The law may sound rather draconian by today's standards, but compared to what was going on in Great Britain at the time, a 15mph upper limit was massively progressive.

Thanks to myriad workshop tinkerers and other self-taught engineers that earned the country the title of workshop of the world, in the UK in the late 1800s there were a host of self-propelled vehicles on the road -- powered by everything from steam to electricity -- and they were considered so dangerous that the Red Flag act was passed, stipulating that around town these vehicles could only travel at 2mph and in some cases with a person walking in front waving a red flag to warn townsfolk.

And it was in the U.K., in Kent in 1896, that a certain Walter Arnold driving a Benz Motor Carriage became the first ever recipient of a speeding fine. Arnold was caught doing 8mph -- four times the speed limit -- and the car was apprehended by a policeman on a bicycle.

Meanwhile, the first paper speeding ticket was issued in Ohio in 1904 to Harry Mayers for traveling at 12mph. Racing forward to today and the speeding ticket has become part of modern life. In the U.S., 41 million tickets are issued every year, while in England in 2014 alone, 115,000 drivers were caught with an automatic speed camera and fined over £100 via the courts. The true figure is much higher but there is no data available for motorists who immediately pay a fine, only for those who decide to fight or ignore the initial charge. The speed camera has revolutionized how quickly and how many drivers are caught and fined every year, and it's one of the automotive world's biggest ironies that the Gatso Speed Camera was invented by a racing driver. Dutch rally driver Maurice Gatsonides was also a dab hand at inventing and was trying to find a way of recording his cornering speed. In creating the Gatso camera, he also created what some believe is a license for authorities to print money. One Gatso camera installed on a busy road in Worcestershire, in the UK, issued £1.6 million in fines within its first nine years of operation.

Still, if you want to avoid a speeding fine but are completely unable to resist the need for speed, even in 2017 there are

still some roads left where speed is limited solely by your car's mechanical capabilities.

The most famous is the German Autobahn where, when all six lanes are open, there are no limits, and the Isle of Man. The home of the TT races, it still has no official limit when the roads are not in urban areas. However, the fact that none of these roads are multi-lane highways will help curb some drivers' excesses. In Australia's Northern Territory there is also a 200km stretch of the Stuart Highway that has no official speed limit and takes drivers to either Alice Springs or Barrow Creek.

Ontario's first provincial legislation governing automobile use came into effect in 1903, which included a 15 mph (24 km/h) speed limit. The first provincial Highway Traffic Act (passed in 1923) changed the speed limit for highways to 25 mph (40 km/h).

Limits were later increased, for rural roads, to 50 mph (80 km/h) and then again to 60 mph (97 km/h). In 1968, the maximum speed limit for freeways was raised to 70 mph (110 km/h). In 1976, the maximum speed limit for freeways was reduced to 60 mph, while the rural limit was reduced to 50 mph, except for main highways running through northern Ontario, which were reduced to 55 mph.

In 1977, highways started using the metric system, with speeds being increased slightly to a maximum ranging from 80 to 100 km/h (50 to 62 mph).

In 2013, "speed too fast / exceed speed limit" contributed to 18.4% of all collisions, while "speeding" accounted for 55.2% of all driving convictions.[17] An Ontario-based group is lobbying to increase speed limits from 100 km/h to 120-130 km/h (80 mph).

In 2015, the Ontario government announced a plan to reduce residential speed limits from the statutory default 50 km/h, either by reducing the statutory limit to 40 km/h or by giving municipalities the option to set their own statutory speed limits, as well as allowing posted speed limits in school zones to be lowered to 30 km/h.

On September 26, 2019, speed limits were increased, in a two-year trial, to 110 km/h (68 mph) from 100 km/h (62 mph) as part of a pilot across Highway 402 from London to Sarnia (90 km), the Queen Elizabeth Way from St. Catharines/Lincoln to Hamilton (32 km), and Highway 417 from Ottawa/Gloucester to the Ontario/Quebec border (102 km)

Bring in a NEW MEMBER & save your self some \$\$ too!

Due to all of the impacts arising from the pandemic in 2020, most of our club activities and benefits were canceled. Last summer, your OZC Executive decided to implement a 2 for 1 Covid19 special membership deal. All of our 2020 club members had their memberships extended, free of charge to the end of 2021!

We now find ourselves with a carryover roster of 128 members and that's a great way to start the year; unfortunately, we rely on membership renewal fees for the majority of our revenue to operate the club and take care of our overhead costs. What can you do to help?

Here's an offer you can't refuse. Look to your friends, other Nissan enthusiasts or whomever for that matter and have them sign up for a club membership. Any current member, who "sponsors" a brand new member

to join OZC, will receive a 50% dues discount when and if they renew their membership the following calendar year. As they like to say, terms and conditions apply: (a) the person that signs up for a membership must be a first time member, except for condition (b) following; (b) if the person is a former member, they must have been away for a minimum of 2 years, for the sponsor to receive their 50% dues discount.

A copy of our new membership form is printed in this copy of Zedline (see page 19), to assist you in your pursuit of a new member. Be assured, I will check to see if any new or former members have been "sponsored", when they pay up. Alternatively, send me an email to let me know, at info@ontariozcar.com.

Howie Yoshida

Treasurer - King of pylons



2021 MEMBERSHIP FORM

☐ NEW ☐ RENEWAL ☐ ADDRESS UNCHANGED

First Name: _____ Last Name: _____

Address: _____

City: _____ Province: _____

Postal Code: _____ Phone: _____

Email: _____ Date of Birth or Age: _____

OZC Forum Username: _____ Instagram Id: _____

Complementary Additional Email: (i.e. for family member to receive club updates) _____

Z year: _____ Model: _____ Colour: _____ Transmission: _____ ☐ STOCK ☐ MODIFIED

Z year: _____ Model: _____ Colour: _____ Transmission: _____ ☐ STOCK ☐ MODIFIED

Z year: _____ Model: _____ Colour: _____ Transmission: _____ ☐ STOCK ☐ MODIFIED

Club Interests: _____

☐ I'D BE INTERESTED IN VOLUNTEERING AT EVENTS

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MEMBERSHIP BENEFITS INCLUDE:

- ♦ Quarterly copies of the OZC ZEDLINE publication
- ♦ Participating in our swap meets, car shows, tours, motorsport events, social gatherings and so much more
- ♦ Regular email updates and advance notice of all our events
- ♦ Attend monthly club meetings (eastern & western clubs, virtual meetups, annual winter social)
- ♦ Access to our online forum
- ♦ Discounted entry fees to club events (where public pays a premium)
- ♦ Parts and service discounts at participating Nissan dealerships
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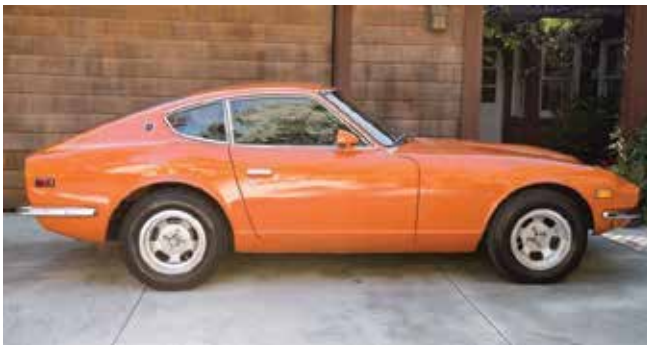
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This Is What Makes The Datsun 240Z Special

The Datsun 240Z, known in some markets as the Nissan S30, was a sports car largely credited for starting the height of the sports car craze. It took pre-existing parts and systems and blended them into a cooperative, practical, functional vehicle that, at one point, was the world's best-selling sports car. It was produced by Nissan Motors, Ltd. of Japan initially for American markets, but massive popularity engendered a worldwide appeal, so Nissan took its sales overseas as well.

It Started the Japanese Sports Car Craze



To be perfectly accurate, the sports car craze technically didn't begin with the arrival of the Datsun 240Z. The sports car craze had started forty years earlier, but it really didn't catch on and become significant until the 240Z arrived in 1970.

It had challenged sports cars from other countries, such as Britain, Italy, and Germany, thanks to its sharper handling and reliability, with a bigger emphasis on performance. The Datsun 240Z had an overhead-cam six-cylinder powerful engine that put out 150 brake horsepower. Sports cars from competitors only used 150 horsepower. Not helping the competitors' case were tighter federal emissions regulations, so manufacturers with the most

available cash naturally had more of a presence, as they were able to spend more money on making their vehicles compliant with new regulations. Other manufacturers with less cash decreased the horsepower of their new vehicles in an attempt to meet these revised regulations. The Datsun, meanwhile, was rolling along nicely, catching on with the masses, and riding the wave of the sports car craze.

Other competitors attempted to follow suit, like when Toyota unleashed their Celica four-cylinder coupe in 1971. Further, even the Nissan 370Z was inspired by the Datsun 240Z. This model Datsun was so inspiring that collectors would sooner have them restored than give up on them. Sometimes they would even swap out parts from other engines to make them functional again.

It's Personal



People had an initial tendency to see the Datsun as a personal vehicle instead of as a sports car. Part of this tendency was that Datsun incorporated previously-existing parts and systems into their cars, as opposed to inventing or adapting the parts or systems themselves.

The overhead cam engine, disc brakes, and independent suspension were all available prior to the Datsun's arrival, but Datsun was able to take these parts and make a cohesive and affordable vehicle. Car and Driver reported that "the difference between the Datsun 240Z and your everyday three-and-a-half thousand dollar sports car is that about twice as much thinking went into the Datsun. It shows."

Despite this, Datsun's own employees tend to think of this vehicle as a personal car instead of a sports car, though they know their audience would rather see the 240Z as a sports car. It even garnered the nickname "Z-Car" soon after its release.

That said, the Datsun employees think the description of a "personal" car is applicable here in that it keeps the 240Z distinct from other superficial and less mature sports automobiles, and implies a purpose beyond that of simple amusement.

Datsun wanted to market it as a car that could do both—drive around for adventure on warm summer days, while also being a practical transportation choice for a work commute. This flexibility is partially why surviving Datsuns tend to be immediately acquired.

American Success Lead to Global Success



The Datsun came from Japan, but it was initially targeted for the US Market. However, its success in the United States prompted its manufacturers to take it to a more global market. After that, it headed to Britain and Italy to grace their showrooms before moving on to the rest of the world.

At one point, the Datsun 240Z became the world's best-selling sports car because the Americans wanted much more of the Datsun. The Datsun sported 60 MPH in only eight seconds and it could reach a top speed of 125 MPH. The design was also a beneficial factor, as buyers appreciated the packaging, build, and attractive lines when they saw it in the showrooms.

The benefits didn't end there. The interior of the 240Z also had a lot of space for cargo, noise suppression, a fairly large gas tank, and comfortable seats with high backing.

Unfortunately, rust has done significant damage to not only the remaining Datsun 240Zs, but also to other Datsun models, and with repair costs rising, many people hope Datsun will resurrect the 240Z and other models, like the 510, for a more modern audience.

Specs Are Solid



The Datsun 240Z sports impressive horsepower, engine, fuel economy, and other features, showcasing some solid specs. It had an iron-block engine, with 150 brake horsepower and 148 lb-ft maximum torque. It had front disc brakes and rear drum brakes, as well as rack and pinion steering. It got 30 MPG and had independent suspension. Further, the Datsun 240Z featured a five-speed manual or automatic transmission, as well as a rear-wheel-drive.

Sources: *caranddriver.com*, *classicandportscar.com*, *hemmings.com*, *ourridelife.com*, *classicmotorsports.com*,

Kenny Norman

<https://www.hotcars.com/author/kenny-norman/>

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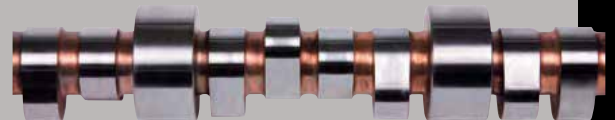
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