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The Editors 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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WELCOME NEWCOMERS

On behalf of the Ontario Z-Car Owners Association, I'm pleased to welcome all our NEW members:

- Ben Bianconi
- Christopher Attar
- Derek Lee
- Dave Meades
- Jack Prentice
- Jimmy Mavrakakis
- Juwan Sabri
- Karen Knowles
- Nathan Braida
- Tyler Robinson

I'd like to extend a cordial invitation for 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

OZC Membership Director





NOTES FROM THE EXECUTIVE

No, it's not really summer as you may see indicated on the cover of this issue of Zedline. But in keeping with the spirit of our summer coverage we've named it such - and hopefully you're just happy that our next issue of Zedline has arrived! We had to change up how we produce Zedline - we apologize for the delay, but we're back on track and looking forward to more great issues of Zedline in the future!

We've moved to an online collaborative platform to create Zedline, so going forward we are able to use a team approach to put together the future issues. This should spread out the workload and help us all keep to a regular publication schedule. We're in catch up mode right now so you can expect to receive the Fall issue next month and the final Winter issue in January of next year. We're still looking for creative input (we're not designers by any stretch) - let us know if you're interested in helping out!

Back to business now as we are kicking off our membership drive for 2022. You can expect to receive your membership renewal form via an email from Bob Chwalyk, Membership Director. The membership fee

has not gone up at all and it is still \$45. We gave every member in 2020 a "free ride" for all of 2021 by extending their membership for free, for the entire year. Please support the club by paying your membership dues, that will help support bigger and better events in 2022 as the world turns back to a new norm (hopefully!)

Here's a reminder that next month is our call for members that are interested in serving on the OZC Executive Committee. You can try out a year as an intern and work closely with a current member on the Executive to see what any of our roles and responsibilities are and what's involved in the work to keep the club up and running.

Thank you for your interest and we are looking forward to some great events for 2022.

Eric, Diane & Howie
On behalf of the OZC Executive

OZC's CREATIVE GENIUS

A TRIBUTE TO OZC MEMBER RAJINDA GUNASENA

Earlier this year, Raj announced that he was interested in retiring as editor of OZC's Zedline.

We completely understand. The role of Zedline is a tremendous amount of work. It requires hours and hours of painstaking collection, creation and fabrication - taking briefly edited stories and making them come to life with pictures, graphical images, genuine pieces of art and a ton of creative flair. It's a job worthy of wanting retirement.

What we don't want to miss is the opportunity to recognize Raj's incredible talent and contributions that he's made over the years and the many ways we've all benefited from his insane brilliance as our creative director overall.

Logos, graphics, flyers...

Magazines, t-shirts, posters...

Websites, videos, swag, merchandise, paintings and art...

Suggestions, ideas, projects...

His cars, his time, his vision, his support and his friendship...

The list goes on and on. He's done it all. Almost every angle of our club has been touched by him, and with such passion, talent and enthusiasm. And not just us, the international Z community is just as fortunate.

Raj... we will never be able to match the magic you've created for our club and the Z community as a whole. The bar has been set pretty high.

But you have laid a brilliant foundation from which we can lift. An essence of "Raj" we hope carry forward and gather inspiration from.

For all of that we thank you. From the bottom of our hearts.

Looking forward to Z-ing you in the near future, and on a personal note, thank you so much for all you've shared and taught me - I have learned a great deal!

Diane Dale & the OZC Executive
And on behalf of the OZC Members



thank you!



Z-FEST 2021

BACK TO BASICS WITH NISSAN CANADA

Despite the cancellation of OZC's 2020 Z-Fest event, the tradition of staging OZC's biggest show 'n shine event of the year continued on this year as the pandemic restrictions eased off due to the introduction of the Covid-19 vaccines and the big push by the Ontario government to get the people vaccinated. It was a welcome relief when we were approached by Nathalie Quesnel, Events & Sponsorship Manager, Marketing Department, Nissan Canada, who expressed Nissan Canada's interest in hosting Z-Fest in 2021. Outdoor gatherings were being allowed with certain restrictions so plans were put in motion to proceed with Z-Fest. A number of the club executives participated in regular Zoom meetings with Nathalie and members of her marketing department and Nissan Canada facility management staff to take on the planning and coordinating of all the event activities. Z-Fest was going to be held at Nissan Canada's head office location in Mississauga, unlike a good number of years ago when we had Z-Fest at Nissan's warehouse location further north.

Brian Gracie and I met with Brian McEwan and Carl, Nissan facility management, staff to inspect their site and get our questions answered concerning the car show. Everything was fine as we worked through our checklist of requirements. We would be provided with a paved parking lot, easily large enough for the number of cars expected, power supply for the registration desk and the DJ, indoor washrooms, a car wash station, outdoor picnic tables, controlled access to the car show and even garbage cans. Nissan Canada also provided plenty of bottled water for everyone at the car show and it was very well appreciated as it turned out to be a very hot August day! Unfortunately, our food truck vendor ran into some labour issues with his own people and had to back out at the last minute. Licensing regulations did not allow us a late substitution so there was no food available for our guests that day.

Despite the upfront problems, set up started in earnest at 7:00 a.m. Nissan Canada brought in a contractor to set up and secure a number of pop-up tents and to place barricades to assist us with traffic control. The OZC volunteer crew was busy too, setting up the directional signage and club banners to get people into the parking lot upon arrival, erecting the flags to designate the parking locations for each of the Zed categories and readying the registration desk, the display of the car show awards, and the merchandise sale area. It was hectic but as 9:00 a.m. rolled around, we were ready to accept our attendees.

When we closed off registrations around noon, we ended up with 114 cars, a surprisingly good number when you consider we were in the middle of a pandemic and we ran with a real short lead-in time to advertise the event. A



Photo: Jason Okolisan

complete breakdown of the numbers for each generation of Zed and their category (stock or modified) has been provided too. Even though the S30 class is the oldest generation of the Zed car, it had the largest number of registered cars, at 28. Later year model classes, starting from the Z32 to the Z34, all favoured modified cars over the stock models.

The traditional 50/50 cash draw generated over \$600 in ticket sales. Many thanks go out to Scott Robertson's wife, Angie and Lou Pereira's wife Kim, who headed up the ticket sales. The lucky winner of the cash pot was our own member, Lorna Peters who won \$305. The other amount of the prize pool is being donated to Sick Kids hospital in Toronto. Thanks to all who purchased the draw tickets.

Social media sites (Facebook & Instagram) received a lot of content from Z-Fest that day too. Scott Robertson, who is OZC's Instagram guy, and Bianca Figueira worked closely with Nissan's social media staff in posting pics all day. A lot of those great pics posted were due to the hard work of OZC's Rick Miron & Jason Okolisan who put in the time to take them. Isaac Boutin, one of Nathalie's staff, could be seen conducting interviews with a few OZC members to talk about their love of the Zed,

their own car and why they enjoyed coming to Z-Fest. We hope you caught some of the interviews that were posted on both social media sites.

Spreading the news of Z-Fest even further abroad was our own travelling road warrior, Eric Zondervan. Our friends in the Z Car Club of Queensland, Australia (ZCCQ) stayed up until the middle of the night, about 2:00 a.m. in the morning their time, to watch Eric streaming live from Z-Fest for over one and a half hours. I sure hope they enjoyed seeing our car show!

Once all the car registrations closed, the ballots started to come in so the data entry of the ballot information soon started in earnest. It's a lot of work that has to be done in a short period of time, as everyone at the show is done looking at the cars and are now waiting for the results as to who won the awards. Adding to the urgency were the people who came in to ask, "Are you done yet?" This was because the weather forecast called for late afternoon thunderstorms and the skies were indeed getting darker. People were anxious to bug out I guess. The ballot data was entered and the results compiled in very quick time, thanks to the skills of Eric's daughter-in-law, Monica



Photos: Jason Okolisan

Zondervan. I sure appreciated her help on that front!

Nissan Canada’s staff could be seen throughout the car show supporting Z-Fest with their attendance and enthusiasm. Prior to the awards being given out, words of appreciation and thanks to all for attending the car show were provided by Denver Pinto, Senior Manager, Chief Marketing Management. The awards were sourced out by Brian Gracie, Western Chapter VP, and were not your standard car show trophy. I’m quite sure each and every winner really appreciated how unique looking they were.

We all heard from a lot of people who enjoyed the show. We were very glad to have had a successful car show and hope that we get more cars coming out for next year’s Z-Fest too!

Howie Yoshida
OZC Treasurer &
Z-Fest Coordinator

2021 Z-Fest Registrations by Class			
Class	Entries	Category	Number
S30	28	Stock	14
		Modified	14
S130	9	Stock	5
		Modified	4
Z31	11	Stock	9
		Modified	2
Z32	19	Stock	9
		Modified	10
Z33	21	Stock	4
		Modified	17
Z34	22	Stock	9
		Modified	13
Other Nissan	4	Stock	0
		Modified	4
		Grand Total	114

Photos by Rick Miron, Jason Okolisan and other miscellaneous driver submitted photos.



Photos: Rick Miron

S30 (240Z, 280Z) - Stock



1st: Brian Gracie

2nd: Arnie Guzyk

S30 (240Z, 280Z) - Modified



1st: Rick Scott

2nd: Pat Cyr

S130 (280ZX) - Stock



1st: David Buttle

2nd: Chris Vieira

S130 (280ZX) - Modified



1st: Bob Chwalyk

2nd: Bianca Figueira

Z31 (300ZX) - Stock



1st: Bob Burnham

2nd: Harry Wells

Z31 (300ZX) - Modified



1st: Tim St. John



2nd: Nicholas Lim

Z32 (300ZX) - Stock



1st: Roger Dey



2nd: Harry Wells

Z32 (300ZX) - Modified



1st: Cyril Williams



2nd: Devin Wilson

Z33 (350Z) - Stock



1st: Paulo Conceicao



2nd: Ken Peters

Z33 (350Z) - Modified



1st: Terry Weston



2nd: Harry Wells

Z34 (370Z) - Stock



1st: Bogdan Kovacevic



2nd: Alex Bastien

Z34 (370Z) - Modified



1st: Jerico Bautista



2nd: Philip Tep

Other Nissan - Modified



1st: Victor Lee



2nd: Glenn Walker



AUGUST 2021



OZC KAWARTHA LAKES CRUISE



August 17, 2021

On this hazy Tuesday morning most of the 9 car participants were up early to drive and arrive for 9am at the jumping off point, the Tim Hortons in Port Hope. The drivers of the nine pretty cars signed in with Vandra, partner to organizer Bill Husar and spent a few minutes talking with both new and long time Z Car club members.

Then we were off with Bill and Vandra leading in their two-seater copper 370Z. Bill knows the area well and led the following cars along a scenic route to our first stop. Following in a row were Bev and Jackie in their white 300ZX, Glenda and Keith in their bright red 300ZX*, Dave in the red 350Z, new enthusiasts Ben with mom Sandra in a grey 2016 Nissan Infinity, Manolo and daughter Mileina in their silver 240Z, Dave and Janis in their grey roadster 350Z, George and Shelagh in their bright blue 240Z and herding the pack, Eric and daughter Noelle in their midnight grey 240Z.

Bill and Vandra had advertised this as a shopping cruise (to attract the ladies) but the stops were definitely not the standard shopping fare! That is unless you want to put this big guy in your front yard or you needed something to warm your toes?

Stop #1

This was a fun first stop and it was hard to tear ourselves away. We were given an hour to explore and shop but could easily have spent the morning strolling around this crazy indoor-outdoor emporium called Primitive Designs located at 2762 Northumberland County Road #28, Port Hope ON.

We travel north through a number of small towns into the rolling hills of the Kawartha Lake district.

Stop #2

Stop #2 was Craftworks & Antiques at the barn located at 124 Lindsay Road in Selwyn ON. Here you could find anything old, from this collection of snuff bottles to old records, clothes, costume, jewellery, art and pottery, of all shapes and sizes.

Time for a bite of lunch and just as we parked beside the Foodlands grocery store in Lakefield a fine mist descended. However, it did not deter this crowd who purchased hamburgers and sausages on a bun and found the trees in the neighbouring park provided adequate cover. Time for a little exploring and the Chocolate Rabbit up the street attracted a lot of attention.

Our next stop takes us to the waters of the Trent Severn Waterway lock system connecting Georgian Bay to Lake Ontario through the Kawartha Lakes. The lock system is operated by Parks Canada between mid May to mid October.



Photos by: George, Eric & Keith



Stop #3

Lockside Trading Company at 2805 River Street Youngs Point ON is popular for cottage furnishing and Kawartha Lake Ice Cream! It didn't take long for the cones to get demolished....

by these 3 grumpy old men, Bill George and Eric (see below, left).... while Bev & Jackie enjoy the view (below, right).

We pass buy the cascading waters of Burleigh Falls to find Kawartha Country wines which produces an amazing array of berry flavoured wines, pear, strawberry, cherry along with dips sauces and salad dressings. A new take on the winery business.

Stop #4

A quick pitstop at the Tim Hortons in Bobcaygen and then onto serious shopping at the Bigley Shoes & Clothing store at 39 Bolton St and options for dinner.

* NOTE: Glenda and Keith (bright red 300ZX) drove 740 km round trip to join us today- these are people who like to travel in their Z car!

Great cars, and interesting shopping brought out the ladies to join their Z car enthusiast partners on this fun cruise through beautiful Ontario.

Thank you Bill and Vandra!

Shelagh Barrington
OZC Member





We look forward to hosting a few more into the fall - check out our website and facebook page for the latest event details.

Not ready to host and have some great suggestions?
Please - let us know! Join us at one of our monthly virtual
meetups, or reach out to info@ontariozcar.com.

Z CAR MODIFICATION

A JOURNEY AN EVOLUTION A REVOLUTION

OZC members it is with some hesitation I decided to write this article as the subject matter is too much for just an article. It's not meant to be a guide to modification, just my own journey and opinions. The aftermarket for tuning our Z cars has become so desirable and lucrative that literally dozens of major companies, distributors, manufacturers support an entire global network of sales agents, online retailers, bricks and mortar stores in the hundreds globally. While the majority are in the US and some are operating in the Middle East, China and India. While some are considered replicas of original designs. The bulk of original research and development were done by aftermarket manufacturers in the US and Japan. Some of these companies are small but focused. Others have built up whole businesses around a specific area, intakes, exhaust, coilover suspension for example.

Everything from wheels, air intakes, exhaust components, seating, aerodynamics, suspension components, driveline and hundreds of specialty items from steering wheels to lug nuts and individual engine and driveline pieces. Some companies have invested millions in development costs while others have come to market with copies of highly developed products.

When did this all start and where did this whole industry come from? Some relate to a culture that was started back in the mid to late 1980's in Southern California when Honda, Toyota & Nissan began releasing some of their game changing and most revolutionary compact car models like the Integra, 4th Generation Civic, Nissan was releasing it's 240SX, 300ZX Z31 for North America and Skyline and Fairlady Z for the JDM market. The 'Sport Compact' revolution was under way. Datsun had been here for many years with 210's and 510's, while 240Z, 260Z and 280Z revolutioned the sports car from 1970 onward. Most of these newer models however were front wheel drive unlike their rear wheel drive predecessors. The Z of course, remained rear-wheel drive.

They were higher revving 4 cylinder models, some with multivalve OHC and DOHC motors which made them lighter and more maneuverable than larger North America mid-size cars. The engines, while space was limited, were perfect for customization & tuning as front wheel drive packaging had the motor, transmission and differential all in

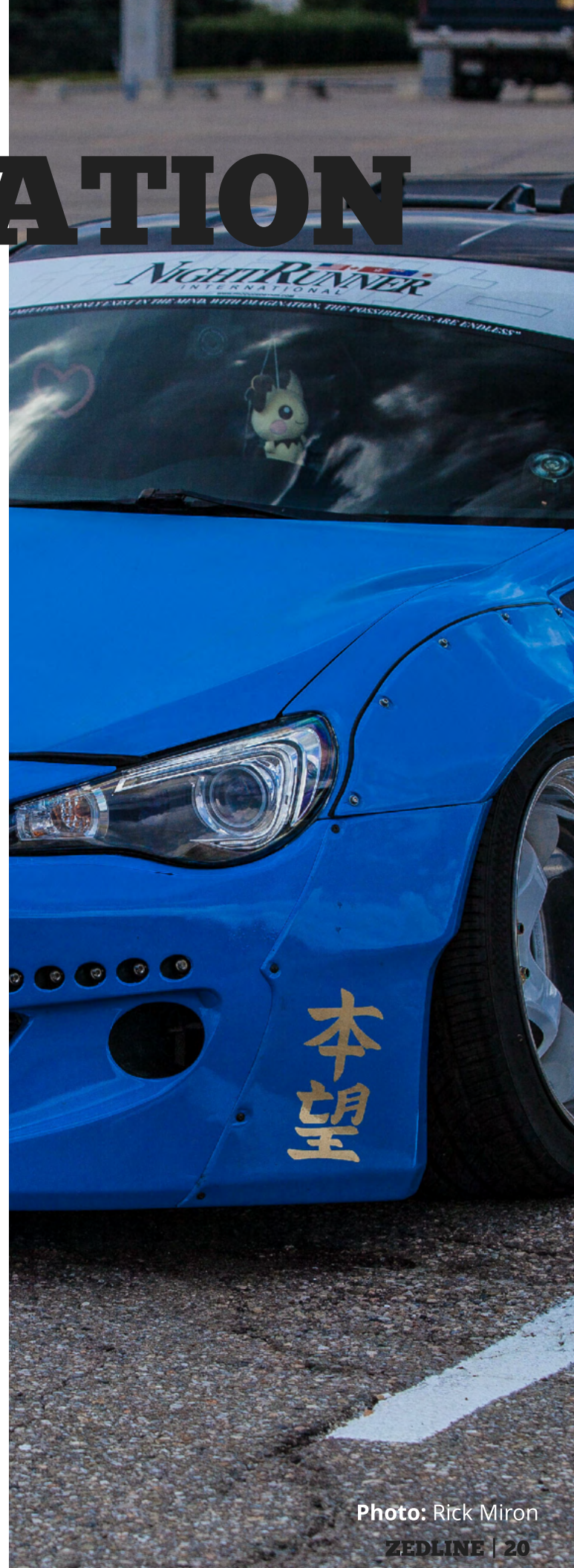
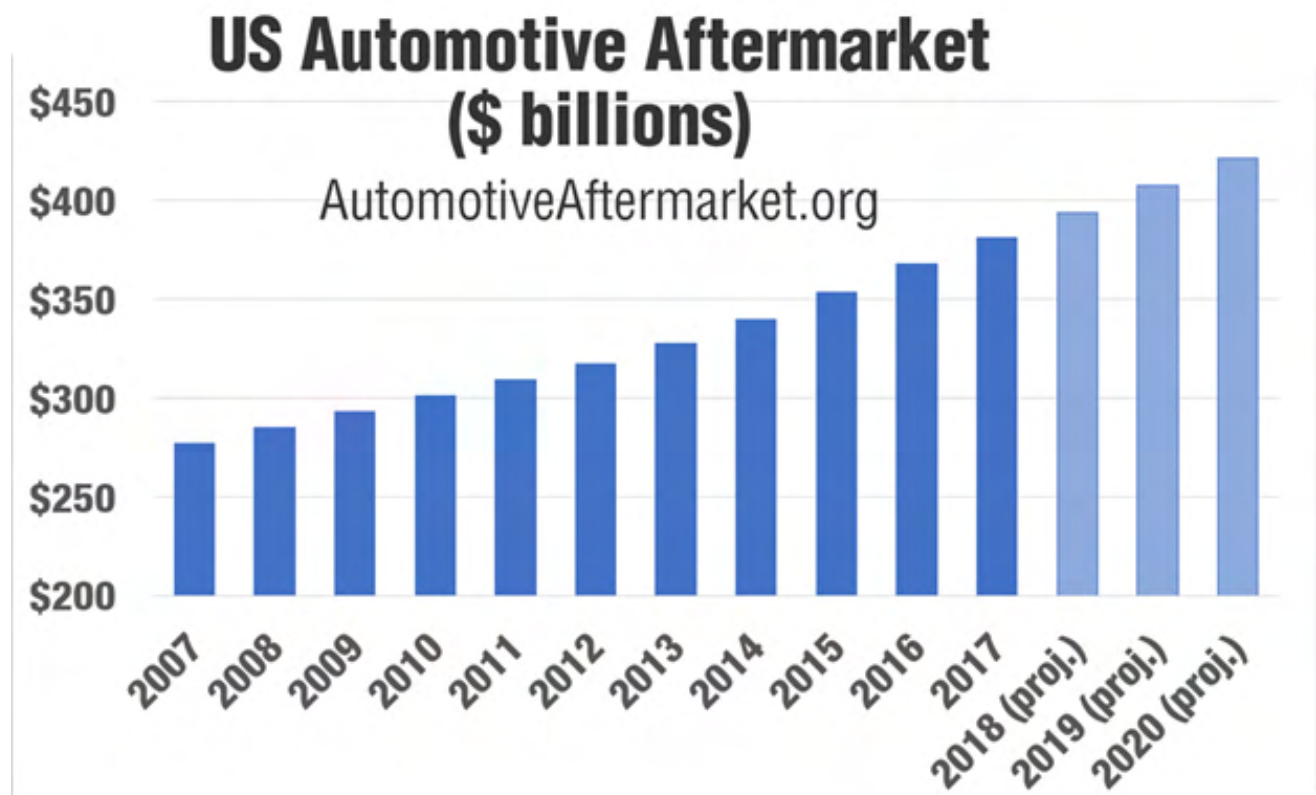


Photo: Rick Miron



one unit making them easier to modify.

In my opinion the market was already emerging toward an aftermarket industry waiting to explode. For decades domestic owners had aftermarket companies with specialty Chev, Pontiac, Olds, Ford and Mopar performance retailers that had a network of distributors and manufacturers. These were sold thru chains of brick and mortar stores throughout the US and some here in Canada and a few in other countries. As a performance car owner or vintage car owner you pretty well relied on your club, your local contacts, the local speed shop and sometimes private shops that specialized in Chev, Ford or Mopar. This was all about to change radically.

As a teenager growing up in a small town north of the GTA in the 1970's we were always fascinated by custom cars but were limited by what we could purchase with the resources at hand. If we didn't know a friend or relied on our local high school auto shop, we were pretty well relegated to our own driveways and the local speed shop for parts, if we even had one. Printed catalogues existed but good luck in getting them as most were in the US. Besides, our parents were telling us to concentrate on academics and automotive was really a sideline. Dad didn't exactly want his new, but

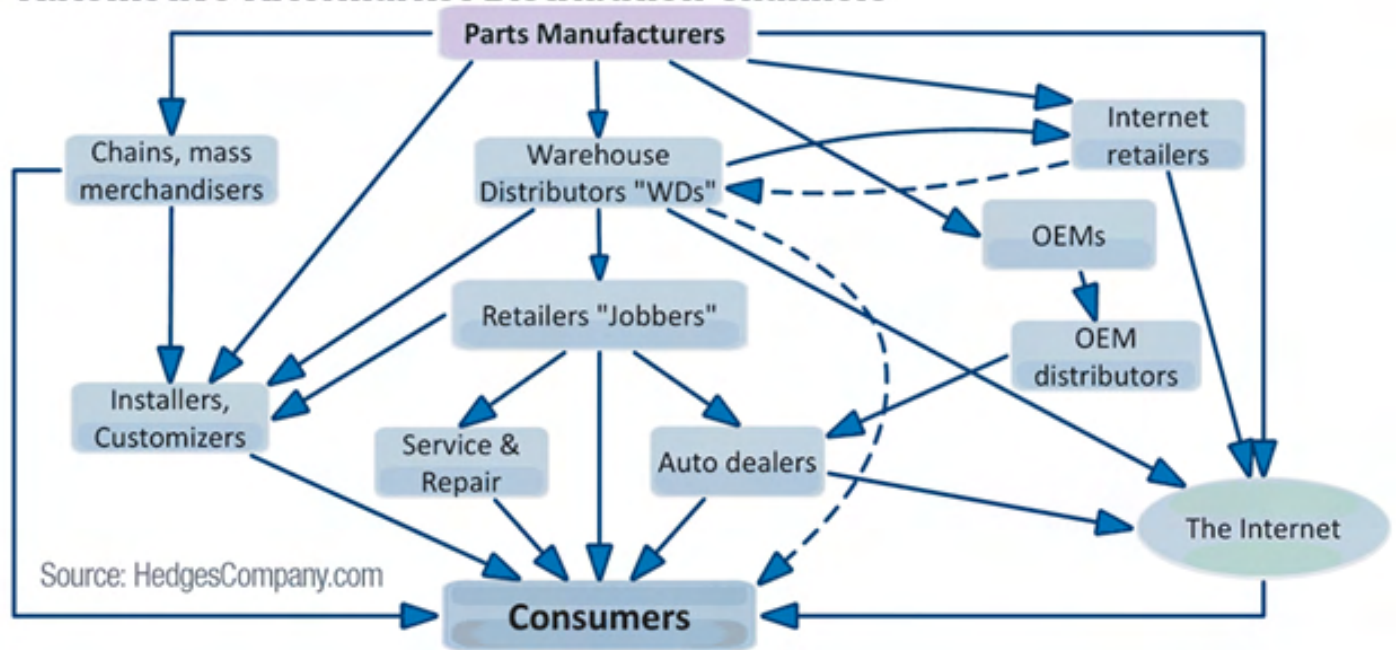
second hand Oldsmobile '88 to have a new set of Crager mags on it. Better study up for the next math exam! Practice your piano as I was reminded many times.

So what happened ?

An emerging culture became an industry. Technology advanced, the game changed. Online and the web accelerated what was already just a trend and then became a tidal wave. Car owners by the millions became fascinated by not only that hand me down Pontiac in their parent's driveway but that Sentra or Civic they were buying second hand or as a first car. Later the web came along and the rest as they say is history. Z cars of all generations became the next blank canvas and owners began modifying their cars based on tastes, budget and interest. If they couldn't buy it from Nissan or their dealers, they could build it with the help of their mechanic or in their own garage. Built, not bought became the new word.

Even Amazon, the on-line gorilla, arrived relatively late to the game. It's one of the fastest growing categories but in Canada they started fairly late and are still catching up, adding vendors and new sellers.

Automotive Aftermarket Distribution Channels



As a starving undergrad living on my own in the early 1980's my ultimate car to someday own became the black and gold anniversary edition 280ZX. Later it would be a 1990's Z32 twin turbo convertible (was that even produced ??). So as we aged, the desire to own a custom car seemed to have never diminished.

My own journey involved an '89 Integra, '94 Celica and '96 BMW 318IS Sport, later followed by a number of trucks. So the 90's became the breeding ground for not only the Sport Compact market, but for owners and emerging enthusiasts. Today my daily driver is a 2015 Nissan Xterra Pro-4X automatic and a 2005 Z33 6speed roadster for summer. Both have modifications. You can't have enough room for off-roading. After all we live in Canada where it's winter 5 months or the year!

The off-road modified truck market also has arrived with a growing number of suppliers feeding a high growth market both in the US & Canada.

Where does that leave the Z owner? Too many choices! It seems almost every Z owner I know owns a modified car in some form.

At the recent 2021 OZC ZFest the overwhelming number of cars were modified. The most competitive categories were modified and at each show and we've seen a greater number of cars from both within the club and outside of all Z models from 240Z up to 370Z. Some very impressive modified cars were presented at the show of all generations.

With carbon fiber panels, superchargers, coil-overs, air height suspension, custom exhausts and so much more from mild to over-the-top wild!

While some strive to create their own individual style, others go for the wildest look, & outrageous power for a street car.

Sources like automotive aftermarket.org project the aftermarket in the US is over US \$440. Billion and on a fairly steep growth curve. Canada alone is \$US 38 Billion and on a similar curve.

Each year the latest is shown off at the SEMA show and an even larger show is planned every year. Although Covid slowed down shows across the board, next year seems to be set to explode.

Every major vendor likes to showcase their latest and game changing products at SEMA, the aftermarket show. For Z customization, most have shifted their business to online.

In conclusion, this multi billion dollar trend will continue to be huge. Whether this leads to automotive aftermarket fads or excellence otherwise remains to be seen.

Grant Iwasa
OZC Member



HOW THE PHILLIPS SCREWDRIVER TOOK OVER AMERICA

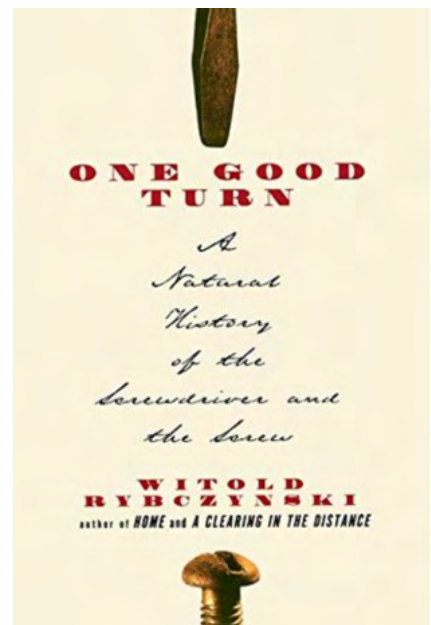
Article Reprinted from Road & Track - August 31, 2021

Chris Perkins

Road & Track Web Editor

The history of the screw, and by inevitable implication, the screwdriver, is complicated. In *One Good Turn: A Natural History of the Screwdriver and the Screw*, Witold Rybczynski, professor of urbanism at the University of Pennsylvania, traces the metal fasteners to the 15th century, though it wasn't until the early 18th century that the screw became common. Around then, gunsmiths developed purpose-built *tournevis* (French for "screwdriver") for use in the intricate workings of early firearms. A century later, when screws could be mass-produced, factories cranked out accompanying screwdrivers.

According to the American Society of Mechanical Engineers, toolmaker Joseph Whitworth devised Britain's first standardized screw in 1841. American engineer William Sellers did the same for his country in 1864. Standardized screw heads and screwdrivers emerged later. Early screws used either a slotted head or some sort of square or octagonal drive. As screw production increased, slotted drives became standard. But if you've ever cammed (slipped) a screw-head slot, you know why it's not the only design. Enter Peter Lymburner Robertson. The official history from the Robertson Screw Company says that Robertson, a Canadian inventor and industrialist, cut himself when the blade slipped during a demonstration of a new spring-loaded screwdriver, forcing an epiphany that the world needed a new type of screw. Robertson designed a fastener that featured a square socket tapering towards a truncated pyramidal bottom, winning a Canadian patent for his work in 1907. It's a brilliant design—Robertson screws won't easily cam out, and the socket shape helps center the screwdriver, making one-handed operation easy.



One Good Turn: A Natural History of the Screwdriver and the Screw



A slotted, flat-head screwdriver.



The Robertson screwdriver.

The Robertson was perfect for the burgeoning auto industry. Ford began using it to assemble Model T's at its Windsor, Ontario, plant, where the screw's time-saving qualities reduced costs by a significant \$2.60 per car. But unless you're Canadian, there's a good chance you've never heard of Robertson screws. That's because Henry Ford wanted to use Robertsons in all of his plants, and he wanted more control over how they were made. Robertson, by most accounts a stubborn man, wouldn't agree. No deal was struck, and the Canadian lost an important part of his business. Meanwhile, other engineers worked on their own types of screw heads.

According to Rybczynski, the one that stuck came from inventor John P. Thompson and businessman Henry F. Phillips. A Phillips screw offers many of the benefits of a Robertson and can be driven by a traditional slotted screwdriver in a pinch. Phillips licensed his design to the giant American Screw Company, which got General Motors to use the screw in the 1936 Cadillac. Within the decade, almost all automakers were using Phillips screws.

A Phillips is, arguably, not a better screw than a Robertson. *Consumer Reports* once wrote that "compared with slotted and Phillips-head screwdrivers, the Robertson worked faster, with less cam-out." However, cam-out was good for automakers increasingly relying on automation, as it meant screws wouldn't be overtightened. Today the Phillips is the standard, except in Canada, where the Robertson remains popular, and in Japan, which has its own cruciform screw, the Japanese Industrial Standard.

Next time you strip out a Phillips, shake your fist at Henry Ford





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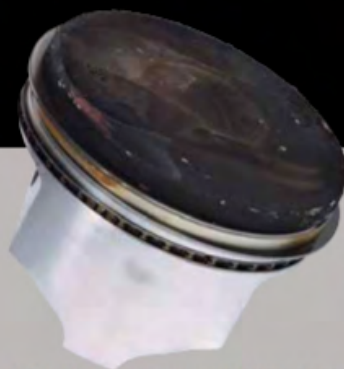
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