









FALL 2021

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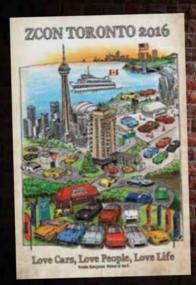
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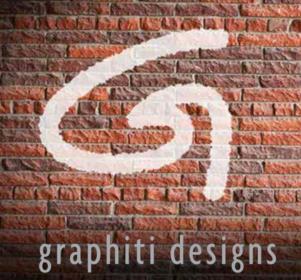


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On behalf of the Ontario Z-Car Owners Association, I'm pleased to welcome all our NEW members:

- Warren Cox
- Ted Foster
- Dave Leitch
- **Robert Semmens**

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!

OZC Membership Director



NOTES FROM THE EXECUTIVE

Well then, it appears that the weather begins to rear its ugly head and look a little threatening. My Z friends, put your babies away, as I believe we are all in for a doozie of a winter season for sure. My personal opinion is that I think we've had it a little easy the last few winters, especially as far as snow was concerned and the amounts that we received. Truth be told, my knees and hips tell me by the aches I'm getting that this year might be a different kettle of fish for sure. Those body parts and the good ole Farmer's Almanac maybe? Any way, I'm sure most if not all of you have hibernated their Zeds with maybe the exception of Eric's 240Z that has seen a few past winter drives and probably on summer tires as well? Not entirely sure, but I do vaguely remember that silver 240Z getting caught up in North York a few years ago after a snow fall following a go kart club evening event.

I want to take this opportunity to welcome back our returning awesome Executive Committee for 2022! Brian Gracie-Western Vice President, Nigel White-Eastern Vice President, Howie Yoshida-Treasurer. Eric Zondervan-Forum Moderator, Diane Dale-Website/Social Media, Bob Chwalyk-Membership Director, Weston-Merchandise Director and Scott Robertson-Instagram Social Media. I am extremely proud to have such a cast of wonderful and dedicated individuals doing an absolutely amazing job at supporting me in my role as President and providing an outstanding service to all of you, our OZC membership!

On the subject of membership, all of you are aware I'm sure, that for the 2021 season OZC did not ask for membership dues in light of all that was happening with the pandemic. However, OZC still had to bear the brunt of all the financial running expenses and indeed it was a hard hit for the club.

Despite the Covid shutdown and the eventual return of some form of normalcy, OZC had held a few events and these events and their details are provided in your copy of Zedline. On mentioning these events you can find more coverage of Z-Fest, the success of our relationship with ZCCQ and the FotoZed event. Along with these were also our participation in the first ever Drive Festival event at the Canadian Tire Motorsports Park that was a huge success and something that the club was proud to be a part of! There were also a few club tours that were enjoyed by a number of our members as well.

I would also like to let the cat out of the bag and announce that Z-Fest 2022 will be held on Sunday, August 7, at the always popular Hamilton Warplane Museum. The club has held our Z-Fest there before back in 2014 and is super excited to be able to go back and relive the experience of having our Zed cars there among the awesome inventory of warplane history! Let me ask you...what are YOU looking forward to or from OZC next year?

With the opening up of restaurants and venues, OZC will be closing out the year by having our first ever since the pandemic, a face to face meeting by returning to Watts Restaurant for our monthly Eastern meeting in December and having it hosted via Zoom as well! We have had all our past monthly meetings in 2021 and kept in touch with members leading up to now on Zoom and will continue to do so along with being able to once again meet in person!

On behalf of the Executive Committee and myself stay safe and Zee you soon!

Lou Pereira

On behalf of the OZC Executive



MY FIRST **Z-FEST**

A MEMBER'S PERSPECTIVE FROM KEITH CORBY

My First Z-Fest. Ever.

Last year I was finally able to rejoin the Z fraternity with the purchase of a very well kept red 1986 GLL 2+2, and guickly joined the Ontario Z Car Club. I had been over 30 years without a Z to drive, and perhaps some of you might wonder how I managed!

One of the things I had heard about in the past was Z-Fest, and I was looking forward to attending that festival of all things Z, as well as Datsuns and Nissans of course.

As we all know, this year started off with a great deal of uncertainty again, so I was very enthused when it was finally scheduled to happen on Aug 29, and I quickly signed up.

I'm a long-time car person, and have been to numerous cruise nights and shows, near and far. Some I've even organized myself. However, for me, this one was special, as I'd never been to one of these before, and I was rather like a kid in the days leading up to Christmas or one's birthday.

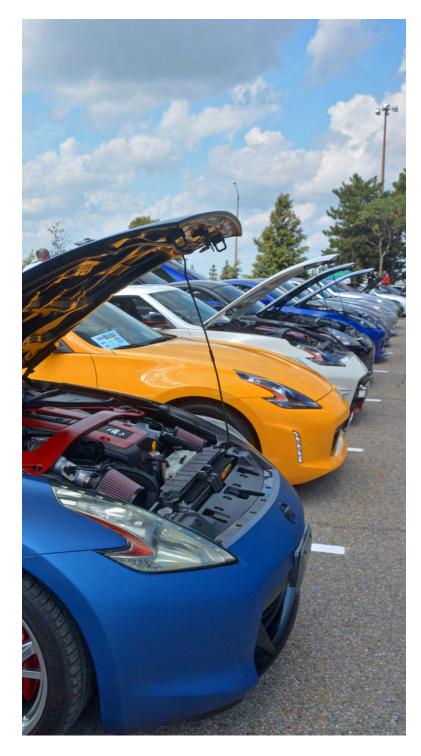
Most of the day before was spent detailing the car. Although it was still pretty good before I started, it was even better afterwards of course.

Honestly, usually I'm not an obsessive guy about cleaning and detailing my cars, but this time I really wanted to have my Zed looking it's best for my first Z-Fest.

The weather forecast was mixed, my wife asked "what's the point of cleaning and washing it if it rains?" My response was, " well who knows, and either way I know I will have done my best for my car".

Realistically, my car is reliable as it's a Zed of course. Wipers work well and it doesn't leak, so if the rain Gods choose to descend on me, then so be it. No rain at the show, but Mother Nature chose to give us a lot of heat and humidity, so we got wet with sweat instead of rain.

Though later when I stopped on the way home to have dinner with friends in Burlington, I got caught in



a downpour!

However, it certainly was worth it!

Some time earlier Nissan had approached the Club executive to have the show at their head office in Mississauga, which they agreed to.

The support from Nissan was great, and considering the extremely hot weather, they were allowing a limited number of people at a time into the staff lunchroom to cool off, which was greatly appreciated, and of course very necessary for some.

Nissan also provided water and snacks from a table in the parking lot. Unfortunately, we weren't able to have any other food on site, so we had to bring our own lunch, but it was great to have some extra refreshments available.

But the cars! Oh my, what an amazing collection of Z's there were! Truly a Nirvana for an enthusiast like myself.

Models from the earliest ones to the newer 370's. Stock and customs, though sadly, there wasn't one of the very new ones there for us to drool over.

Oh well, that we can look forward to another time.

The customs were cars from the 240's and on up to late models. It's impossible to describe the amazing variety and workmanship these marvelous cars exhibited, but they ranged from quite mild to much more radical.

The cool thing was some folks there were contacting their nearby buddies from the show and telling them to come over right away! So there was some great buzz going around the show field amongst the attendees.

In addition to the 60 pre-registered cars, there were another 54 who showed up the day of for a total of 114 cars.

All Z models were well represented with 28 of the S30 models, 9 S130's, 11 Z31's, 19 Z32's, 21 Z33's and 22 Z34's plus 4 in the Other Datsun/Nissan category.

The executive and the so valuable helpers did an amazing job organizing, then making sure everyone was parked in the right place. Plus the support from Nissan was fabulous too. I hesitate to mention other car makers, but I'm a long term member of another club dedicated to the ownership of a particular domestic car margue, and that manufacturer has never given the kind of support I saw from Nissan that day.

For those readers who have never made it out to









Z-Fest, I hope you will put this on your car event calendar for next year, as it is really a worthwhile day. Even if your Zed isn't out and about, just come to enjoy the cars and company! It might even inspire you to go home and get yours ready for the road.

Keith Corby OZC Member

Photos: Keith Corby

































It seemed like a long time coming till the date of the first tour Glenda and I organized for the Ontario Z Car Club, but as always, the last few days seemed to just fly by. After registrations got off to a very slow start, which had us worried that the turn out wouldn't be very good, they just came pouring in to the days leading to the 2nd! In all we had 17 cars and 30 people for lunch at Picard's Ramblin Road Brewery. A few which would fall into the daily driver catagory, one of which was my wife driving her late model Buick as sweep car, but most were Zed's though, with a good representation of the eras from the 240's through to the 370's.

I led the group through an interesting nearly hour long route South through Oxford County to my home county of Norfolk from our starting point at Woodstock, a Tim Horton's right off of Hwy 401, to Picard's Brewery for a tour and then lunch, plus of course some shopping!

The owner, John Picard, gave us the tour and this is his baby so was able to give a great amount of interesting detail about how he got it started, and how the brews are done. John comes from a farming family, so that had been his main focus for a long time, peanuts being a big crop for them. So he came up with ways to enhance their product with many different fla-vours, then wanted to branch out into beer.

After several years of work and planning he managed to overcome all of the regulatory hurdles plus the usual business ones they finally opened for business in 2012 with a limited supply of beers available. Now they expanded have many more different types available for sampling and to take home, which many did!

They grow all of their crops, including the hops needed to make beer. To this he added a potato chip line a few years later, so they have their own chips, peanuts and beer to wash it all down with. He was specific that he is selling quality chips, and sell into more niche markets and use a type of oil which is easier on you.

What I found particularly interesting was the ways John has found to dovetail one part of the busniess with the other, water from one helps another part, etc.

Then after a good lunch, and a group photo, we were off to our next destination, the Canadian Drilling Musuem.

This was a longer drive and I took the group through some more interesting roads, through the little tourist town of Turkey Point which is along the beach on Lake Erie, then through a place known as Sleepy Hollow, though I don't think anyone was sleeping with our Zed's roaring through!



Then further East we meanandered across the Lakeshore Road which is rather like Cottage Country with many cottages, some older ones which are quite small plus some larger and more modern ones. At this point we were nearing our destination.

Then the tour leader made a wrong turn! Oh No!

The "gent" in question said he quickly got an inkling we were on the wrong road, then a phone call came in. It was his always intrepid wife saying a bunch of cars turned left instead of right! Oh Dear, so I stopped the tour and apologized to everyone and explained the problem, fortu-nately we were only a road or two over from our destination and a check on our ever present digital devices showed us the route to the Drilling Museum.

This is quite a low key place run by a couple of gents who used to work in the field way back when safety wasn't quite the Big Deal it is today, and thank heavens things are much better now. They have engines and various equiptment set up and on display from the early to mid 20th Century.

Due to the lockdowns and restrictions, ours was thre first group they had had through there this year, and considering how late in the year it is, might be the only one they will have for 2021. Certainly for everyone's sake I hope that 2022 will be better, even if this dreaded virus is still with us I hope we can get out and drive these wonderful cars we own.

From my perspective everyone seemed to enjoy the tour, they were even very forgiving to me about the extra road we did too!

I am very grateful for everyone's participation, and I hope to see you on a tour through Norfolk County and the surrounding area next year!





Keith Corby OZC Member

Photos: Keith Corby











THE DRIV FESTIVAL

THE VERY FIRST! SEPTEMBER 10-12 CTMP

I can't recall when we first heard about the Drive Festival event, but I believe it was originally mentioned to OZC by Nissan Canada. Nissan Canada was one of the participating auto manufacturers in the event and they asked if we were interested in being part of the car show. After checking out the website, this Drive Festival looked quite interesting but it was put on the back burner as many of us were quite busy with the planning and organizing demands for Z-Fest. During one of our monthly Zoom meetings, the Drive Festival came up and we were looking to see who would be attending to represent OZC. The early response was less than enthusiastic. Nonetheless, the Executive decided OZC would attend and we submitted our application to be one of the participating car clubs in the "show 'n shine" part. We decided to attend on the Saturday of the three-day event and I soon started to solicit members as we needed to fill 10 car spots for our show 'n shine day.

Not many OZC members attended the festival but here is some edited info pulled off their website:

"The Drive Festival is an outdoor automotive exhibition held from September 10-12 at Canadian Tire Motorsport Park. Created after touring the world's foremost car events, and modelled after the most popular automotive event in the world – Drive Festival is the ultimate new event for auto enthusiasts in Canada."

The Drive Festival line-up of things to do and see was very impressive. A lot of very classic cars and exotics would be at the show and actually be driven at speed on the big track.

Having secured our space in the car show area, we thought it would be great if we could get cars out to represent every generation of the Zed. We had commitments from some of the members that were recent class winners at Z-Fest so we were off to a great start. After a bunch of emails, phone calls and











waiting for responses, we had a full line-up of Zeds secured. Thanks to the following members who came to the Drive Festival and put their Zeds on display: 240Z - Brian Gracie, Ed Muth, Eric Zondervan; 280ZX - Bob Chwalyk; 300ZX Z31 - Bob Burnham; 300ZX Z32 - Mauricio Gomez; 350Z - Dave Buttle, Grant Iwasa; 370Z - Bill Husar. My 280ZX was supposed to be in the show 'n shine line-up too but I entered and was accepted to run in the Dream Car Run event. You couldn't be in both events as moving your car in and out of the paddocks was not safe or allowed so I chose the Dream Car Run event. More on this choice later.

Having received all the briefing materials, documents and free admission passes from our Drive Festival contact, I distributed all the details to our car show participants. Did I already say the event was really well organized and efficiently set up? Well, it was. We were asked to enter the grounds as a group to make it easier to get us lined up and parked all together in our designated show space. I tried to get a convoy organized but that plan fell apart. As Bill Husar said, "It's like trying to herd a bunch of cats". We just met outside the gate, waited everyone out and drove in together and got parked.

Lou brought a bunch of our Z-Fest generation flags which we set up and we were ready for our guests. It didn't take long for the festival customers to pack the event and I was quite surprised at the number of people checking out our Zeds, asking questions and telling us stories of Zeds they used to have. I was sitting with Brian Gracie whose gorgeous 240Z with a racing green metallic paint finish and tanned interior drew all kinds of interest. It was a while before interest died down and he was able to wander off and take in all that there was available to see at the Drive Festival. In addition to OZC, a good number of other car clubs were on display too, both vintage and new cars. You could see TR6s, Vettes, Mercedes, Miatas, BMWs, F&F modified cars, and even motorcycles and the Batmobile complete with Batman!

There weren't too many car manufacturers present but Nissan Canada was one of them and they even brought in a classic restored 240Z as part of their new car line-up to hype the new Zed coming out next year. Nissan had a good number of demonstrators from their model line up available for test drives that were conducted in one of the paddocks and part of the big track. Leave it to Bill Husar but he managed









to line up a test drive with the Nissan sales rep in the back seat, and he drove an Altima, flat out down the back straight during his test drive.

For a reasonable fee, you could take an exotic car like a Ferrari, Porsche or a Lambo out on the DDT track, for a number of paid laps. You drove the car with an instructor in the passenger seat. Don't ask how they set up the insurance coverage though, no idea.

On a tamer note, an off-road test track was set up too. All this was done with the aim to provide an authentic experience of driving over steep and hilly terrain, for potential customers interested in buying an SUV and 4WD models. That drew Bill's interest too.

The main attraction at the Drive Festival had to be the Dream Car Speed Run. The run started at the top of corner 5 and the course was run backwards up thru corners 4,3,2 and ended up along the front straightaway. Cars were spaced out and run in similar model groups, as fast as their drivers wanted to push them. You could see and hear the roar of Ford GT40s, Ferraris, Hyper cars, McLarens, new manufacturer models and more. It looked like a lot of fun, being out on the big track as part of a featured

group so I applied and was accepted, putting my '81 280ZX into the Japanese and American Muscle group. Being a participant in this event came with a number of perks like access to the VIP and Driver's Lounge, free admission, food and VIP car parking. I was pumped and ready to go when my miserable bad luck with my Zed continued on from 2020 as problems with my battery cropped up and my alternator crapped out, so it was either stay home and miss the entire event or head out in my daily driver and just hang out. I chose the latter but was bummed out all day there.

Anyway, the inaugural Drive Festival was a huge success from the organizer's point of view and they plan to have it again next year at CTMP. If the interest is there, OZC could even organize enough participants to be in the show 'n shine event for 2 days. Stay tuned for Drive Festival 2022!

Howie Yoshida OZC Treasurer

Photos: Howie Yoshida, Grant Iwasa



2022 MEMBERSHIP

RENEW NOW TO BE PART OF OUR EXCITING 2022 EVENTS AND UPDATES!

The "COVID-19" free ride for your 2020 OZC membership is about to end and we hope you've enjoyed your membership benefits for the past year. We are really looking forward to 2022 with all of our regular meetings, events and cruises being put back onto our calendar!

To get us back on a solid financial footing, we are kicking off our 2022 membership drive now. Find the 2022 membership renewal form for you to fill in at https://ontariozcar.com/membership/. Return to us with your membership dues payment of \$45. By doing so, not only are you supporting The Ontario Z-Car club but you will continue to enjoy the benefits of an OZC membership.

Note: for those who have signed up during the month of August 2021 or afterwards, please ignore this message as your membership will continue to the end of 2022. No further payment is required.

Thank you in advance for your ongoing support and let's all look forward to a fantastic fun filled calendar of events next year!

Renew Now!









ZCON 2022

THE 35TH ANNUAL INTERNATIONAL Z CAR CONVENTION



BIRMINGHAM, AL JULY 25-30, 2022



ZCON is a celebration of the Z Community

Owners of modern and classic Z-cars converge once a year wherever ZCON sets it's flag.

A local club, Iron City Z Club plays host for the week's activities. Relax, Explore and Socialize with some of the best enthusiasts out there.

ZCON.ORG for more information

Motorsports: 2 Track Days, Autocross,

Drifting and Karting

Car Shows: Indoor Judged Car Show and Saturday All-Nissan/Infinity Show

Social Events: Hump DaZe Brewery Event,

Texas Chili Party and Banquets

Special Guests: Meet Special Guests and

Nissan Dignitaries







Z-FEST 2022

THE 27TH ANNUAL OZC Z-FEST CANADIAN WARPLANE HERITAGE MUSEUM SUNDAY AUGUST 7, 2022

SAVE THE DATE!

We've booked the date for Z-Fest 2022! Join us on Sunday, August 7th from 9am to 3pm at the Canadian Warplane Heritage Museum to celebrate Datsuns, Nissans and affiliated brands.

Enter your car in the show'n shine which includes awards in all car categories plus a people's choice award. Invite your friends and family to see all the great cars, and visit the Canadian Warplane Heritage Museum while you're there.

More details and excitement to follow in the new year - stay tuned...



ZCAR

BREATHING **NEW LIFE INTO A 260Z**

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 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 highlights, 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 foor, 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 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 relativelt minor patches would have the bulk of the rust, as I toreit farther and farther apart I quickely 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 suprisingly 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 OZC Member

Photos: Oliver Barber







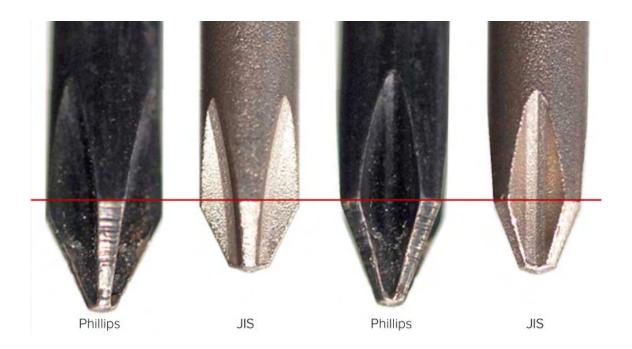












HOW JIS SCREWS DIFFER FROM PHILLIPS HEAD SCREWS

Article Reprinted from the Monroe Blog - March 20, 2020

Not all screws use a traditional Phillips head. While Phillips screws are the most common, there are other types of screws used in the manufacturing of products, including JIS. An initialism for Japanese Industrial Standard, JIS screws are commonly used in electronics, as well as other products, that are manufactured in Japan. Unless you're familiar with this alternative type of screw, though, you might be wondering how they differ from Phillips head screws.

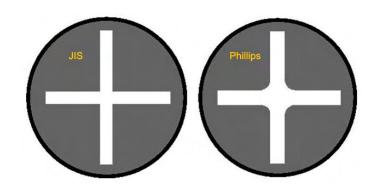
What are JIS Screws?

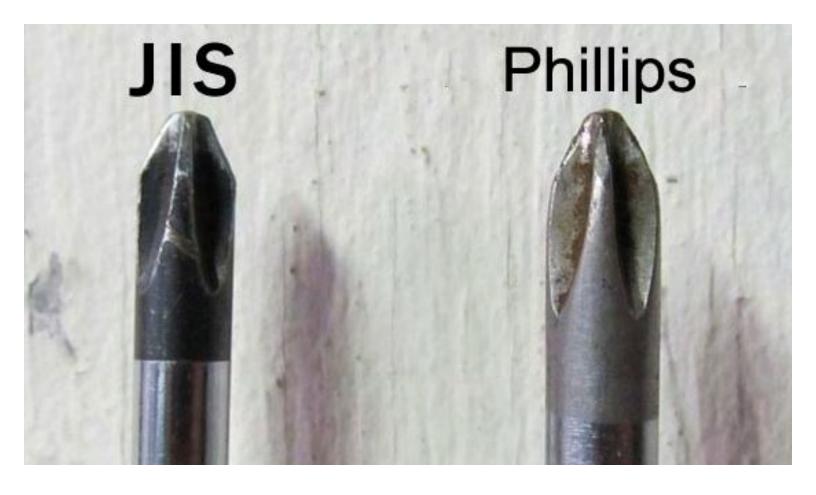
JIS screws are threaded fasteners featuring a JIS head. They feature a similar design as Phillips head screws, with both types of screws having four slots. To install a remove a JIS screw, though, you'll need a special JIS bit for your screwdriver. While JIS screws look similar to Phillips head screws, they aren't necessarily the same. As a result, they require the use of different bits.

JIS screws were pioneered shortly after the development of Phillips head screws. When Henry Phillips invented Phillips head screws in the mid 1930s, it revolutionized the manufacturing industry. Mechanical engineers in Japan took notice of Phillips' invention, to which they responded by developing a similar — though slightly different — type of screw head. Known as JIS, it features a similar design as the Phillips head, but with a few key differences.

How They Differ From Phillips Head Screws

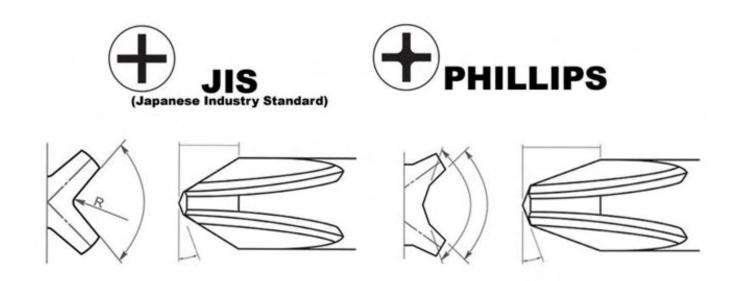
One of the differences between JIS and Phillips head screws is that only the former has a small dot in the corner. If you look at a Phillips head screw, you'll only see the four crisscrossing slots. JIS screws have these same four crisscrossing slots, but they also have a depressed hole in the corner. When you come across a screw with a dot in the





corner, it's safe to assume it's a JIS screw. There are dozens of different screw heads, but only JIS screws have this characteristic.

More importantly, though, the four crisscrossing slots in JIS screws have a different angle than those in Phillips head screws. The angle is slightly different, so you can't use a Phillips head screwdriver to install or remove a JIS screw or vice versa. Rather, you'll need a JIS screwdriver. JIS screws are designed with different specifications for the angles of the four crisscrossing slots. As a result, they require the use of a special JIS screwdriver. Hopefully, this gives you a better understanding of the differences between JIS screws and Phillips head screws.





Club Merchandise

We'll customize just about anything! Let us know what we can customize for you with the OZC Club Logo – and we'll gladly help you out. Samples below–email us at info@ontariozcar.com for information and pricing







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

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David Whittaker

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