

ZEDLINE

WINTER 2022/23

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



ONTARIO
ZCR
OWNERS ASSOCIATION



Zspec
DESIGN

Dress Up Hardware - Accessories

#hardwarematters
zspecdesign.com

sales@zspecdesign.com

Dealers Welcome

+1 (440) 214-9157

**Expert Restoration Services
for Vintage & Classic Japanese Vehicles**



jackmac@restoshop.com
899 BRUCE RD 4, BROCKTON ON, N0G2V0
(West side of Hanover on Hwy 4)

519.901.2638
www.restoshop.com

**Documented Vehicle Inspections, Fabrication, Electrical,
Mechanical, In-house RestoMod Design/Artwork, Rust,
Carbon Fibre & Fibreglass Repair, Expert Paint Correction**



MEMBER



WINTER 2022/23



Cover Photo: Scott Robertson
Current Photo: NISSAN

IN THIS ISSUE

Collingwood and Cobble 9

Cambridge 15

What's on Your Car 18

Adventures with the Figaro 23

ZCCQ Nissan Datsun Nationals 25

OZC Dinner & Social 28

Nigel's Tech Talks 30



2023 OZC EXECUTIVES

President: Lou Pereira
416-999-2819, Toronto
loupaulo21@gmail.com

Eastern VP: Nigel White
416-452-1904, Brampton
nigelwhite1971@gmail.com

Western VP: Brian Gracie
519-842-7874, Tillsonburg
bkgracie2@gmail.com

Treasurer: Howie Yoshida
416-262-0020, Mississauga
howieyoshida@gmail.com

**Forum Administrator/
Zedline Editor:** Eric Zondervan
416-455-7445, Toronto
zedfoot@rogers.com

Membership Director: Bob Chwalyk
905-389-4024, Hamilton
rchwalyk@rogers.com

Merchandise Director: Terry Weston
905-388-5041, Hamilton
terr.weston@gmail.com

Web/Social Media Director: Diane Dale
416-580-8932, Toronto
ozcsocialdirector@gmail.com

Instagram Director: Scott Robertson
416-230-6703, Markham
ozcinstagram@gmail.com

Mailing Address:

Ontario Z-Car Owners Association
PO Box 41034 Rockwood Mall
Mississauga ON L4W 5C9

General Inquiries: info@ontariozcar.com



www.ontariozcar.com



facebook.com/OntarioZCar



[@OntarioZCar](https://twitter.com/OntarioZCar)

Photo: Keith Corby



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.



The 36th Annual ZCON - Ontario, California

July 31 - August 5, 2023

Have You Registered Yet? www.zcon.org



OZC 2022 MEMBERS

THANK YOU TO ALL OF OUR 2022 OZC MEMBERS!

As our driving season has ended with the coming of winter, this issue of Zedline marks a similar end to our 2022 publications. We certainly hope you have enjoyed reading our Spring, Summer, Fall & Winter Zedlines.

Our final membership count for 2022 is 153 members. It was a year of people wanting to get out and enjoy participating in all kinds of car shows, tours and gatherings. Perhaps this was due to the relaxing of many pandemic restrictions we have all been under these past few years?

WELCOME, TO ALL 39 BRAND NEW, FIRST TIME 2022 MEMBERS!

We welcomed an amazing number of 39 brand new, first time members! After all, if it wasn't for you, the membership count would be in sad shape.

What's your story? How did you find out about Ontario Z-Car? What city do you live in? How many and what generation of Zeds do you own? We would like to feature more new members in future Zedlines. If you are interested in telling us your story, our editorial staff would be glad to work with you on that. Just drop an email to Diane Dale, Eric Zondervan or Howie Yoshida to confirm your interest. Don't be surprised if we even call you to volunteer!

IF YOU HAVEN'T RENEWED, SORRY BUT THIS IS YOUR LAST ZEDLINE!

That's right, your Zedline subscription and your OZC membership expired on December 31, 2022. Please don't leave us. We DO NOT want to see you go. How do you avoid such a calamity from happening?

Renew now by filling in the 2023 membership form on the next page and sending it to us along with your dues of \$45. Doing so soon, will ensure you will receive your 2023 Spring Zedline in April.

Thank you for your ongoing support of Ontario Z-Car and your commitment to the club.

Bob Chwalyk

OZC Membership Director



NOTES FROM THE EXECUTIVE

Hello and welcome to the winter issue of Zedline!

My name is Diane Dale, and technically speaking I'm the OZC Social Media director, however that's evolved into a couple of activities including maintaining our website and assembling the recent issues of Zedline. NONE of that would result to anything if it wasn't for the amazing contributions of the club members and the amazing editing skills of both Eric Zondervan and Howie Yoshida. (They catch things I wouldn't possibly have noticed :))

I joined this club back in 1999 and it never ceases to amaze me how much energy and drive (no pun intended) the executive and the members put into our special Datsun community.

This past year it was great to see new members step up to host tours and events - it ignited new ideas, new adventures and new friends at a time when we all needed it most. I hope you enjoy the highlight stories we've brought to this issue - Scott and Keith's recollection of the new tours they hosted, Nigel's new tech talk column (come to our eastern meetings to see that live!) , Grant's great wheel article, happenings from our ZCCQ friends in Australia (who are in the middle of their summer) and so much more.

We may be in our "quiet months", but we are on the cusp of planning out all the events for the year. Have any ideas? Interested in participating? Please join us! info@ontariozcar.com

Looking forward to seeing all of you soon!

Diane Dale

OZC Social Media Director

On behalf of the OZC Executive



2023 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

PAYMENT OPTION (\$45)

☐ Send INTERAC email payment to info@ontariozcar.com

☐ Send PAYPAL transfer to info@ontariozcar.com

☐ Mail cheque, payable to: **Ontario Z-Car Owners Association**
PO Box 41034 Rockwood Mall
Mississauga, Ontario L4W 5C9

MEMBERSHIP BENEFITS INCLUDE:

- ♦ Quarterly digital copies of the OZC ZEDLINE publication
- ♦ Participate 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
- ♦ Customized OZC brand merchandise available to members

FOR MORE INFORMATION: please contact OZC membership director Bob Chwalyk at info@ontariozcar.com

COLLINGWOOD & COBBLE



**COLLINGWOOD & BLUE MOUNTAINS
& THE COBBLE BEACH CONCOURS**



Did You Miss the New Back-to-Back Autumn Tours?

Ontario Z-Car (OZC) is always looking for events for our members to participate and with that thought in mind, we introduced two new tours in 2022, based on survey feedback.

Members, Scott Robertson and Jimmy Mavrakakis partnered to host these events this past September. Jimmy and Scott both live in the Blue Mountains area, so creating these tours was an exciting adventure for them!

DAY #1 Collingwood & Blue Mountains

The first tour took place on a sunny September 17, that had 19 members/guests attending in the Collingwood/Blue Mountains area, northwest of Toronto. Many new members were in attendance which was just great!

Jimmy and Scott had never hosted a tour before but were both game to create a route that highlighted the area's scenic views, hilly and less travelled roads.

The 120 km route included views of Blue Mountain Resort, Thornbury Harbour, Beaver Valley, Grey Highlands, & Eugenia Lake. Stops at Rocklyn Inn & Ice Cream Shop, Eugenia Falls, and the top of Blue Mountain Resort were included. The tour ended at Blue Mountain Village. Jimmy then hosted the OZC group at his restaurant, Firehall Pizza Co. (www.firehallpizza.com), in the village. The food, drinks and atmosphere were fantastic and very much appreciated!

DAY #2 – Cobble Beach Concours d'Elegance, Owen Sound

The second tour took place on a rainy September 18, at the Cobble Beach Golf Resort and Community

(www.cobblebeachconcours.com) just outside the town of Owen Sound. The Cobble Beach



Photos from Eric Zondervan, Scott Robertson and Kevin Purcell



Concours d'Elegance is a very popular automotive show, featuring beautiful, rarely seen, historic and amazing cars, shown all along the 18th fairway of the Cobble Beach Golf Club. Ontario Z-Car was invited to participate in the "Cobble Beach Car Club Sunday" event. Many Ontario car clubs were asked to show their cars at the concours main event. Car clubs featuring Porsche, Ford and Mazda were there in addition to OZC. Unfortunately, due to the early morning

rain forecast, many car clubs did not show up, as most were coming from Toronto, over a two-hour, one-way drive.

Most of the participants who attended the Blue Mountains tour the previous day, attended the Cobble Beach Concours event as well. OZC had 9 Zeds attend and we were well represented with the following Zed generations, 240Z, 280Z, 300Z & 370Z. That morning, Jimmy and Scott met most of the Zeds at Blue Mountain Resort and we



drove up as a group to Cobble Beach Golf Club, in the rain! It was an interesting ride and we then met up with the remaining Zeds, at Tim Horton's in Owen Sound.

We travelled parade style to the golf club and then right onto the 18th fairway car show area in one group, which was fun for us and very eye-catching to those watching us. Our Zeds were a definite hit among the car show attendees.

The Cobble Beach Concours show was a fantastic event and we would highly recommend it as an addition to our 2023 event calendar, for a unique automobile viewing experience. The organizing committee for the Cobble Beach Concours show is considering a Japanese car class for 2023. If so, our early generation Zeds could be prominently displayed in the main event?

Stay tuned for further details about this opportunity, later in the year...

Scott Robertson
OZC Instagram Director





COBBLE BEACH *Concours d'Elegance*

Dave & Donna Whittaker

Thank you Jimmy & Scott, we really enjoyed two days of ZCAR fun and really glad to have been a part of this well organized event. It was especially fun to have met new members and get acquainted with all again.

Manolo de Leon

Thank you Scott and Jimmy for hosting the two day event, the Blue Mountain Tour and the Cobble Beach Concours d'Elegance.

Liandro and I really enjoyed the weekend very much even though finding parking at the village was tough and getting lost. Lol.

Great pizza at Jimmy's Firehall Pizza restaurant. I had the gourmet Hawaii Five-O and Li had the Meathead. Delicious! I didn't even know Jimmy gave us food discount. Thanks again Jimmy! Very generous of you.

We stayed overnight in Collingwood to be in time for the next cruise to Owen Sound. It poured rain in the early morning but that didn't stop us! When we all parked our zeds in the designated parking lot, spectators are amazed to look at our zeds.

One of the guys from the Miata club came up to me and said, "Man, I used to have a 240Z, wished I had kept it". Met a few more people who owned zeds and were not aware of our club. Hopefully those people will join our OZC.

We had such a great time, I didn't even get a chance to snap some photos of our cars! I only have this one shot!

And my sincere thanks to Scott's wife Angie as well for guiding us along the Blue Mountain Scenic Tour. She did a superb job!



Kevin Purcell (88'shiro)

Hey folks,

New member here. I joined up at the z fest this year and was fortunate to meet some of you there.

A few things from a perspective of a new member.

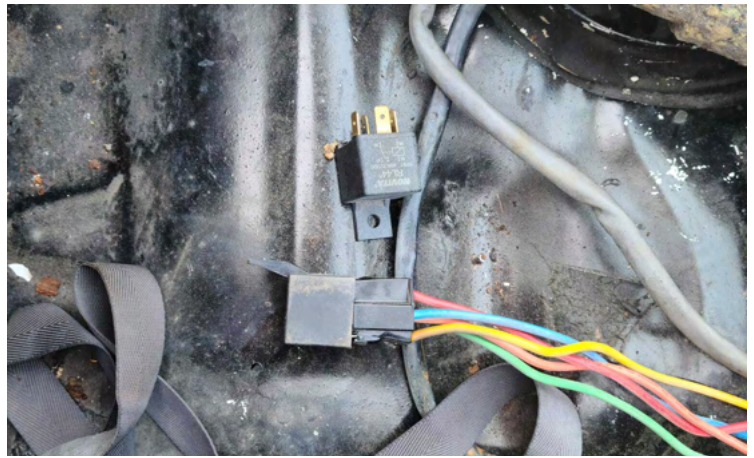
- The club was beyond welcoming! I had not really known anyone prior to this event, and I can say that is so longer the case.

- The tour was extremely well organized! There was never a wonder of what was happening, or what the plan was, it was laid out very well by Scott, and his wife. And the stops/route was well thought out

- Going to lunch was a nice touch, I will return to firehall pizza. Thanks again Jimmy

- A special shout-out to Scott, Manolo, and especially Eric! After lunch I had a no start condition, which killed my battery. The fellas came to the rescue with a boost, and some quick troubleshooting we found my fuel pump relay died, wells Eric whipped one out from his spare bin and we were back on the road! That's what a car club is all about!

- If I can add one thing, more twisties!



CAMBRIDGE 2022



**THE OZC
CARS IN CAMBRIDGE TOUR**



After the successful tour in 2021 the Club executive asked me to set up a late summer, early fall tour once again for 2022. I am still a newcomer to this area having only lived here about 5 years and am slowly getting to know the car people here.

We chose September 25 after a bit of figuring out a suitable date. There were so many other events going on in September as we were finally getting back to some semblance of normality after the pandemic.

The OZC tour participants all met in Kitchener and meandered our way through some nice paved country roads, with a few bends in them, to our first stop, Giles Crouteau's place.

There is no doubt that this person is a car person, as the area near the road is decorated with several derelicts, carefully placed throughout. This is lawn art, not junkyard art!

Giles is an interesting, funny and a very accommodating host. He has a truly amazing collection, cars, signs, a huge number of pedal cars, and so much more! This is the kind of collection which one simply cannot appreciate in one visit as it's so overwhelming to the senses. A great number of the cars are in very good condition, others are rather original and awaiting restoration, still others too far gone are abandoned in a "Graveyard".

Next we traveled a short distance to my place where I have a few cars to look at and for lunch. I have a fairly large rural property with lots of parking and eight vintage cars from 1916 to 1990 for folks to see. The 1916 is a McLaughlin built in Oshawa and uses a Buick engine, and since there was some interest I started it up and let it run a few minutes. The engine is a six cylinder rated about 45-50 HP and can propel the car to speeds above 50 MPH, though with two wheel mechanical brakes braking at any speed required some planning. So, speeds like that are reserved for "That Other Time".

We had a local store prepare some sandwiches for lunch, but I made the desserts, Apple Crisp, which was a big hit then I offered something a bit different, Pineapple Upside Down Cake. Then a



Photos: Keith Corby

few shortbread cookies for those who needed a little bit more!

I suppose I should have given a warning to folks they should have left their diets behind.

Also some questions arose about the grand piano in the living room, which takes up nearly as much space as a Z, Yours truly had to plead guilty to ownership of it as well.

On request I played a couple of tunes, but I wasn't really prepared as my head was in Z Club Land, so I fear not my best performances but folks seemed to enjoy it.

Now if I had spent as much time practicing piano as I have fixing cars, then I might be really good. (I'm my own worst critic!)

After lunch I'd made an optional extra, a jaunt to

the town of Waterford, a 15-20 min drive away to visit an antique mall which is in a converted industrial building.

After some folks helped to reduce the store's inventory a wee bit everyone headed for home.

I sincerely hope everyone enjoyed their day. It was a lot of work but with help from my grown up kids it all worked out.

Keith Corby
OZC Member



WHAT'S ON YOUR CAR?

**WHEELS & CHOICES
MATERIALS & SIZES**



How It's Made - Alloy Wheels - YouTube



***300ZX Z31 Turbine Wheels
courtesy of Bob Burnham***

While every car owner knows that wheels and tires are the all important contact with the road, did you also know that its one of the easiest ways to change the look of your car ? Many owners of all generations of Zcars often switch their wheels but have you have stopped to think of what the outcomes and objectives will be when choosing to purchase an aftermarket wheel package ?

OK, this article will mostly be opinion since there are so many views on this topic. I wanted to write a follow up article to last year's Z-Line article on modification, An Evolution a Revolution, but give my own personal take on a more specific topic on Z-car modification.

While aftermarket wheel, rim and tire packages have long been the staple of most aftermarket wheel shops, did you stop to think of the evolution of materials ?

From stamped steel to cast aluminum, forged, multi piece and even, yes, wire wheels! All are going to have their advantages and disadvantages.

Some of you might remember your neighbour purchasing an MGB or XK-E and hear them complain about the extra bill they get every couple of seasons requiring truing and alignment of their wire wheels. While I love the classic look of a chrome wire set, I wouldn't want the extra headache. They do look sweet on a 240Z, don't you think ?

Today we have the best of materials and process, and metals and materials that previously no one would ever have dreamed of.

Processes like forged and the making of multi-piece wheels truly have allowed some stunning designs.

Personally, I enjoy original designs of 2 piece wheels. While stock or OEM have volume purchase on their side to reduce costs, there really is nothing like ordering a custom size or pattern to complete the personalization of your car. Whether it be a 50 year old S30 or the Latest Z. Over the years I recall seeing some great designs. In the 1970s and 80s, American Racing had great success with their designs for GM's Camaro & Firebird. Many owners of these



S130s courtesy Dave Buttle, Bob Chwalyk & Howie Yoshida

machines still have these today. A great example of OEM designs comes with our own original Nissan Z31 'turbine wheels' in silver with gold inserts and fins. How do you keep those clean? With a special brush and sponge and some gentle non corrosive wheel soap, I am assuming.

A remarkable design since they stood out and still seem clean and evoke motion. Gold and brushed steel finish was exclusive to the 1984 Anniversary Edition of the 300ZX Turbo if I remember.

Wheel basics:

S30 chassis 240Z – 280Z, S31 280ZX 4x114.5, (4 bolt, 4.5" bolt circle) 16x7 seems to be the size although not always. Names like Rotiform and Konig are good choices, but some of these wheels seem to be getting harder to find. Tires sizes vary for 15 -16 " but, some owners will attest to having their tires smaller or larger, as some brands seem to make products that are unique to their own size specifications. (comment from Eric as he edited this article. He replaced his tires with the same size but a

different brand this spring. Not only can you see that they are larger, they now rub the inner fender on hard bumps.)

It seems as if our own club members have a better base of knowledge as to what works and what won't as they have tried everything that works and can be a great source of knowledge. Howie Yoshida's 280ZX for example has ROTA 16" with a tire and wheel size that clears a big brake kit and suspension, just barely as I have seen.

Since these cars are 40 to 50+ years old now, owners are finding 'anything that fits'. Coupled with a tire shortage since last year it has been difficult for 240 – 280Z, 280ZX owners to find the right tire set. Even when matched correctly the tires can be a tight fit to clear front and rear fenders on older cars. Best source is to ask other members what they went with.

Owners are concerned about tire contact with fenders as these cars have much smaller wheel fenders and less fender room than newer models. If you are participating in track events plan on swapping tires and have a set in the rotation.

Sooner or later everyone has to buy new tires or wheels and Z32-33-34 owners seem to have more choices for both rim styles and tires. Many of these makes offer custom ordering and offsets going from stock to super wide. Most of these cars are designed with staggered wheels as traction control and differentials are pre-set for the wider rear set. Step rims or 2 and even 3 piece designs allow for some wilder designs while keeping lightness and strength. Generally, you want as light as possible without sacrificing quality or strength. Nissan has partnered with famous wheel maker Rays and others to produce some remarkable 1 piece designs. Some designs like Work, 5Zigen, Gram Lights, Rays etc. have wheel production and sizing for Zcars down to a science featuring some of the boldest patterns for a wide range of owners.

5x114.3 bolt patterns are common with accessories like colored lug nuts to complement. Wheel manufacturers boast the highest quality materials and processes and some of their designs are spectacular. The sky is the limit for

budgets as well to order some materials a few years ago would be impossible to make. Our club members can speak about these products and what some pitfalls you might encounter before ordering.

Details like 2 piece vs. 1 piece design (some designs are only possible with a 2 or multiple piece design) and weight are considerations with larger wheels. Too wide wheels also can affect traction control or turning response and wheel alignment. Some wheels will not be able to be aligned properly on some cars with modified suspension.

If you have additional big brake kits with oversized 6 & 4 piston calipers, always check the rim sizes for clearance, as a lot of the wheel sizes, including OE sizes, were not made with adequate room for clearing these. Also, even check the tire stem and valve caps. Big brake kits are great when you can use them for extra stopping power necessary for street or track use. I have found that Nissan under-sizes calipers

300Z Axis fitment courtesy Kevin Logue





Carbon Fiber Lexus LC500 courtesy Kunal Sharma

even for their touring and higher trims compared with the weight of these cars, hence the need for bigger calipers, thicker brake pads and better rotors with stronger material. See link here.

I love the custom order that gives your car a look that can not be duplicated. However, check sizing. Recently I spent hours measuring before ordering big brake kits. I found out I had enough room but worth checking before ordering.

Can you send your old wheels to be re-finished ? This is a good idea when replacement is not an option because of discontinuation or when your budget may not allow outright replacement. Re-finishing damaged or aged wheels might also be a good option to achieve a custom look. Some club members have done this process, so best to check with a few before going ahead. I would stay away from some processes as they are adding additional weight.

How extreme can it get ? Recently, at DriveFest, Kunal Sharma showed off carbon fiber wheels on his Lexus LC 500 coupe

Just some of the unique ways you can customize

and upgrade. Also, better materials have made their way to mainstream as better alloys are appearing now as standard equipment on some new cars and trucks. Lighter one piece, concave multi-spoke designs and stronger forged materials are part of some optional packages. Even brake calipers are getting better with more corrosive resistant alloys and coatings, so I suspect some of these materials will become more common as manufacturers want to save weight and increase the quality of their products.

Grant Iwasa
OZC Member
2005 350Z Convertible

Download a guide to [Parts Avatar Wheel & Tire Sizing Basics](#).

[Parts Avatar Wheel Buying Guide](#)

SUMMER 2022

ADVENTURES WITH THE FIGARO

This summer I dragged my new partner, Arnya, to the Canal Days car show in Port Colborne. She has a friend whose husband collects MGs and Jaguars. Jacqui told Arnya going to car shows was boring and awful, but I promised Arnya that if she could tough out the show, club member Harry Wells and his family put on a great barbecue after the show. Arnya is a very social woman, so that appealed to her.

It turned out that Arnya had a lot of fun meeting other car club members and thoroughly enjoyed the day, even the long drive in the 240Z. A highlight was meeting a lady, Natalie, who brought her Figaro. As soon

as Arnya saw Natalie's Figaro, she said "forget the new Z we were considering, I want one of these."

When we got home we started looking for a Figaro. There were lots for sale in England, and a few in the USA, but only one in Canada. It was conveniently located in the Blue Mountains, near Collingwood. It looked great in the photos and the owner was only asking half as much as equivalent cars in the US. We drove over from Arnya's summer place in Kincardine with the 240Z. The owner wasn't really trying hard to sell it, but he had quite a collection, so was making room. He had blown off a few prospects, but a senior lady



Photos: Eric Zondervan

arriving in a 240Z convinced him it was going to a good home. We bought it on the spot.

Getting insurance was a bit dicey. Haggerty no longer takes RH drive cars. Probably some bad experiences with drift cars. Fortunately, it was insured with Haggerty already, so they knew the car. Once we explained that it was to be driven by a senior woman, no problem. It took about two weeks to get an appraisal, certification, and papers transferred, then we drove it back to Kincardine. The next Friday night was a big car show in Kincardine where they close the whole downtown for show cars. We went at 3:30 so we could park the Figaro and the Datsun together.

The Figaro stole the show. Arnya had a ball telling the story of the car and letting people sit on "the wrong" side. Now she is a total convert, going to all the local shows. I can't even get her to walk around the show with

me because someone may come along with questions about her car. We met a lot of interesting people at these shows.

Back to Canal Days: we persuaded Natalie to join OZC and come to the Wells' for their barbecue, which was fabulous. We also convinced her to bring her Figaro to ZFest, where she won best "Other Nissan" MISS FIGGY is tucked away in Club Member, Ed Muth's barn for the winter, but we can't wait to get both the Nissans back on cruises and to car shows in the Spring.

Find more information on the [Nissan Pike Factory](#) cars.

Eric Zondervan
OZC Executive Member



ZCCQ CLUB PROFILE



NISSAN DATSUN NATIONALS 2023

ZCCQ's Continuing Feature!

We are so excited to continue our feature of the members and events of our "sister club" - the Z Car Club of Queensland, Australia!

This month it's about their version of ZCON - a national bi-annual celebration of the Nissan Datsun marque incorporating motorsport, car shows and social activities

It's amazing to see this event hosted at various locations around Australia and grow in popularity each year.

The Nissan Datsun Nationals began in 1990 in Queensland and has developed a strong following across the country with subsequent events being held in Victoria, New South Wales and South Australia. This event has now grown into a National Bi-Annual Celebration of the Nissan Datsun marque incorporating motorsport, car shows and social activities. Past events have included; ZCCQ running events in 2009 & 2015 in Warwick, Nissan Datsun Sports Owners Association Victoria in 2013 at Phillip Island, Sydney Datsun Club in 2017 at Eastern



Nissan Datsun Nationals
Queensland 2023



NDN21 Show'n Shine

Creek, Nissan Datsun Sports Owners Association Victoria in 2019 at Sandown. Most recently in 2021, the Nissan Datsun Car Club of South Australia hosted the event at Serafino winery and The Bend Motorsport Park. There are plenty of photos and results from the 2021 event at www.ndn21.com

The NDN23 event will be held over the Easter long weekend which is the 6-10th April 2023. The event will be centred around motorsport activities held at Morgan Park Raceway which is located in the town of Warwick, approximately 180kms south west of Brisbane. On track activities will include long & short track sprints and regularity as well as a short track bent sprint – which is similar to a hill climb. NDN23 will also include a new event we're calling the 2-Up challenge, where a targa style course is mapped using all the configurations of the racetrack. It will be run as a single car timed event with each car completing the run before the next car is

released. This challenge will feature turn directional indicators for the navigator to convey to the driver via hand signals or intercom, plus the event will have a target time to meet.

Off the track there will be a judged Show and Shine car show in the centre of town, Self-drive navigation runs which will showcase the amazing region around Warwick. There will also be an organised 'Touring Assembly' which guides participants along a route through the Southern Downs, taking in its rich motorsport history including the small country town of Leyburn where each year, the town closes its' roads to host the [Historic Leyburn Springs](http://www.leyburnsprings.com.au).

All the information on NDN23 can be found at www.ndn23.com which will be kept updated with the happenings over the weekend.

Jason Cheshire
ZCCQ President



2022 OZC DINNER

AND YEAR END SOCIAL



As the Executive Committee started the process for setting up the 2022 event calendar, we planned our year on the improved outlook in the way people were dealing with the pandemic and the reduction in Covid related hospitalizations, sickness and mortalities. The last year end dinner/social event was held in 2019 so we put down a placeholder of December 3 as the date for the 2022 event. The hope was that by doing so, we would get an early jump on deciding on a venue and making a reservation.

What's that they say about the best laid plans? Right, along came November and before we knew it, we had just under 3 weeks before the dinner was supposed to take place. We quickly decided to pick a restaurant that we had been to before and that provided the group a private room where we would not be packed in with little space to get up, mill about and socialize



with fellow members. The Mandarin Restaurant in Mississauga was selected, details discussed and a reservation was made.

An event flyer was crafted and sent out to all the members and the wait was on for confirmations. We also decided to pick up more of the dinner cost so the price to attend the dinner was only \$10 per person!

A week passed by and we only had 11 confirmed attendees. I was wondering if we should cancel the event altogether. The reservation at the Mandarin was for 40 people. From 2017 to 2019, we averaged 34 attendees each year and with the low cost to attend in 2022, we figured we would easily outdo that number.

People must have finally realized what a great bargain we were offering. We confirmed 45 people with the restaurant but unfortunately, our real number attending dinner that evening ended up at 39. Last minute cancellations came in the day of the event. People were being cautious as colds and coughs showing up suddenly that day made them concerned about

spreading anything bad about. Thank you for your consideration of others that were at the dinner.

The food was delicious as is the norm for the Mandarin. It was a casual laid back dinner. Our Prez Lou Pereira, welcomed a couple of new 2022 members (Jonathan Recomanta & Candido Nogueira with his wife Sonya) to their first year end dinner/social. He also highlighted a few of our top drawing events we enjoyed throughout 2022.

We hope to do this event again this year so mark those calendars for the 2023 dinner/social on the first Saturday in December.

Howie Yoshida

On behalf of OZC Members

MANDARIN®



Photos: Howie Yoshida

NIGEL'S TECH TALKS

HIGH PERFORMANCE HOSES

New Reoccurring Feature!

OZC Member Nigel White has the coolest Z car. He also spends a lot of time researching and finding the coolest things for his Z car. Lucky for us - he brings his projects and ideas to share with us at the monthly OZC Member Meetups.

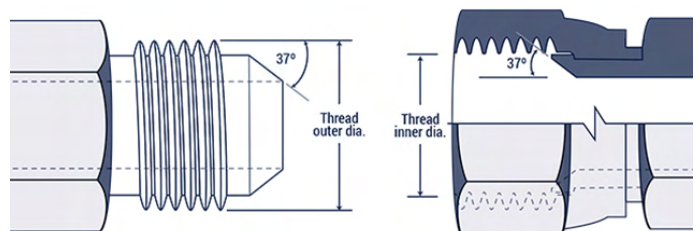
This issue we're highlighting an excerpt - why not join us live at our monthly meetups to see what next interesting thing he's got up his sleeve - we're sure you won't be disappointed!



Perhaps you've read my article in the previous edition of Zedline and decided you want to take the plunge into making up your own high performance hoses, or it's been something on your mind for a while. Regardless, the first thing you may be wondering is how do you select the right size hose and fittings? You've probably seen the sizing referred to by the dash AN size. For example, -6AN, which would be a common size for a fuel line. But what does that mean? Well, that refers to the nominal size of the inner diameter of a hose in sixteenths of an inch. So, -6AN is really 6/16 of an inch, or 3/8" ID. To make up a hose, all you need to do is ensure that your hose and fittings all match up. For example, you might have a -6AN hose, with a -6AN 45 degree fitting on one end and a -6AN straight fitting on the other like in the picture below. Piece of cake right!? Except...

Now you want to connect your hose to something. It's not much good sitting on your workbench, despite how pretty it may look. This is where it gets interesting... and confusing. AN fittings utilize an imperial thread size, and AN hose ends have a female thread with a 37 degree flared socket that requires a male AN 37 degree flare on the end to provide the sealing interface as seen in the picture below. No high volume car manufacturers use AN hose or fittings that I'm aware of. Beware however, that some auto

Male and Female AN Fittings



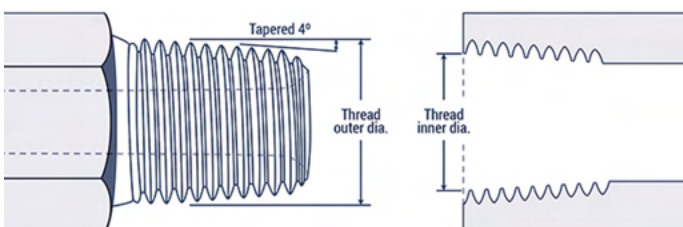


-6AN Hose with -6AN 45 Degree and Straight Fittings

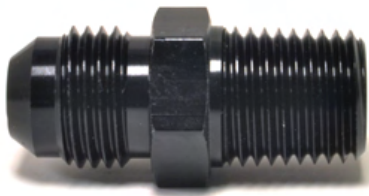
manufacturers use fitting which looks like an AN fitting, but actually uses 30 degree or 45 degree flares that are not compatible with AN fittings!

Hence, you're going to need adapter fittings that have the male AN fitting on one side and the appropriate fitting on the other side to interface to whatever you're trying to connect the hose to. This is where the possibilities become seemingly endless! Typically, these are female ports, and broadly speaking, there are two general categories to start with: tapered threads and parallel threads. Tapered threads are the oldest technology, but also the easiest to make yourself, since they don't require any fancy tools other than a drill and a tap, at least for the female fittings. As you can see in the image below, the threads taper as they approach the end of the male fitting and the bottom of the female fitting. These seal by relying on a wedge action as the tapered thread of the male fitting tightens into the mating tapered female fitting. A thread sealant like Teflon tape must be used as a lubricant and sealant to ensure a leak free seal.

Male and Female NPT Fittings



How do you know what size is what? Typically, with threaded fasteners, you measure the OD of the threaded diameter. For example, the diameter of the thread on a metric M10 bolt will have a 10mm OD. However, this is not the case with tapered fittings! These are actually classified to a standard that is loosely based on the ID of a pipe (not to be confused with a hose). The most common classification here in North America is National Pipe Taper, or NPT. Aftermarket performance parts that use tapered fittings will have NPT ports. For example, you might have female 1/4 NPT ports on an aftermarket fuel filter. This means that the hole through the fitting would be roughly 1/4" in ID (but typically slightly bigger). But be mindful of maintaining the ID of the fluid passage. Hoses, tubes and pipes are all sized in different ways. So, you may think that if you have a 1/4 NPT fitting that you would mate that up to a -4AN hose, since 4/16 is 1/4". However, while a -4AN hose has a nominal ID of 1/4", the fitting that makes up the end of that hose has to fit inside that hose and consequently it's ID is smaller, actually not much bigger than a 1/8". Consequently, this would be a restriction to something sized for a 1/4 NPT port and you really should use a -6AN hose and fittings. Below is a picture of a -6AN male to 1/4NPT male adapter, which would maintain the fluid passage ID. Still with me? Great!



-6AN Male to 1/4 NPT Male Adapter

Now, while common on aftermarket performance parts, you're not likely to find tapered fittings on a modern engine. But they were still pretty common in OEM applications at least into the '80's, so us S30 and S130 owners are going to encounter them for certain. The Nissan L series engine in particular uses tapered fittings for the oil pressure sending unit port on the engine block and for many of the hose nipples on the intake manifold and some of the coolant hose fittings. Don't go jumping on line and ordering a bunch of NPT to AN adapters quite yet though! You see, in Japan, they use Japanese Industrial Standard (JIS) tapered fittings, which look almost identical to NPT but

are NOT interchangeable! You'd be lucky to get a male NPT fitting to thread more than one or two turns into a female JIS fitting, whereas the head on a male JIS fitting may bottom out in a female NPT port before it provides a proper wedge seal. So, if you want to connect a hose to that oil pressure sending unit port on an L series block for example, you'll want a 1/8 JIS to AN adapter. Time to start ordering parts now? Not quite! You see, JIS is not a widely known or available standard in North America. However, there is another standard that is also not particularly widely known or available in North America, but at least more so than JIS, and that's British Standard Pipe Taper, or BSPT. BSPT is equivalent to JIS and you're going to have somewhat better luck sourcing a 1/8 BSPT to AN adapter.

Hopefully your head isn't spinning too badly at this point because I'm now going to talk about parallel threaded fittings. These are somewhat more intuitive. If you look at the cross section of the male thread of the fitting, you'll see the

www.GomezRealty.ca



mauricio
GOMEZ
REAL ESTATE SALES REPRESENTATIVE

mauricio@gomezrealty.ca

Direct: 416 564 7901 | Office: 866 530 7737



EXP REALTY CANADA INC. BROKERAGE

Each Office is Independently Operated
4711 Yonge st, 10 Flr. Toronto, ON M2N 6K8



***-6AN Male to M14 Male Adapter
with Rubber Bonded Washer***

thread OD remains the same along the entire length of the thread, just like a standard bolt. In other words, the thread remains parallel. These seal by using a compressible material that's pinched between the head of the fitting and the surface it's mating to when the fitting is fully tightened. That compressible material could be a washer made from a softer metal, like copper or aluminum, it could be a rubber o-ring, or it could be a combination of metal washer with a rubber ring bonded to the ID. No special tapes or sealants are required.

The sizing is also fairly intuitive, at least in the case of metric fittings, because they are sized just like a metric bolt. So, a male M14x1.5 threaded fitting would have a thread OD of 14mm for example. Metric fitting will be common on OEM applications on many modern cars and will use a copper or aluminum washer, or rubber bonded washer for sealing. For aftermarket performance parts though, you're more likely to find parallel threaded fittings that are referred to as O-Ring Boss, or ORB. These have an identical thread OD and pitch to AN flared fittings, just minus the flare at the end, and they follow the same sizing designation as an AN fitting. For example, you might have an adapter fitting with a -6AN male fitting on one side and a -6ORB male on the other. For sealing, an o-ring is slipped over the male thread to the underside of the fitting head, and the female port has a specially cut recess at the top of the port that the o-ring is compressed into when the male fitting is tightened.



-6AN Male to -6ORB Male Adapter

I could keep going on and on about the various nuances of adapter fittings, and I've only covered the most common standards you're likely to encounter. Many hours can be spent trying to find the perfect combination of adapter fittings and sometimes you may need to go in stages, going from say a 1/8BSPT male to 1/8NPT female adapter and then to a 1/8NPT male to a -4AN male adapter to connect your -4AN hose to a 1/8BST female port. Adapter fitting options can be seemingly endless. It's also helpful to know that there is an industrial standard for AN hose and fittings called Joint Industrial Council or JIC. These are more or less identical to AN but manufactured to slightly less stringent tolerances and thus can be significantly cheaper and found in industrial supply stores. However, the fittings are typically only available in brass or steel and don't look as nice. In any case this should give enough of an introduction to know that you really need to do your homework and plan carefully when building performance hoses!

Nigel White
OZC Member and
OZC Eastern VP



YES WE HAVE IN-PERSON MEETUPS! (OCCASIONALLY SUPPORTED VIRTUALLY)

Come on out to hear the latest club news, events updates, both past and upcoming ones and catch up with old and new friends. If it's still too far - you can join us virtually on Zoom for the Eastern Meetings.

Eastern Meetings

Meet up with us on the first Wednesday of each month, returning to Watt's Restaurant. We start the meeting at 7:30 PM but come earlier to join us for a bite to eat at 6:00 PM.

Watts Restaurant

(In the Eglinton Square Shopping Centre, on the south side of Eglinton, between Victoria Park and Pharmacy)

Contact: Nigel White, Eastern VP

Western Meetings

Meet up with us on the second Wednesday of each month. We'll be hosting you from a new location. We start the meeting at 7:30 PM but come earlier to join us for a bite to eat at 6:00 PM.

The Pickle Barrel

(approx 2.5 KM south of 401 on Hwy 24 (Hespeler Road) west side)

Contact: Brian Gracie, Western VP



1 Eglinton Square
Toronto, ON M1L 2K1
416-755-0523



510 Hespeler Road
Cambridge ON N1R 6J7
519-622-6446



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



GRAND ERIE



- Insurance Industry and Financial
- Institution Approved Appraisals
- Divorce and Estate Evaluations
- Trial Consultants

- In Association with
- Durham, Mississauga & Rod
- Ontario Government
- Certified MF #004340

Phone: 519.842.6946

muth@oxford.net

www.classic-and-rod.ca



Canadian Zed Parts eh!



RICK SCOTT

Supplying new original equipment parts and good used items for early S30 DATSUNS

Cell phone number
905-659-1732

E mail
red240zdatson@gmail.com

Mark Michael MacKew

BARRISTER, SOLICITOR & NOTARY PUBLIC

101-111 Heritage Road
Chatham, ON N7M 5W7

Phone (519) 354-0407
Fax (226) 996-9963
mark@mackewlaw.com
www.mackewlaw.com



On the track or on tour, only one motor oil protects your Z!



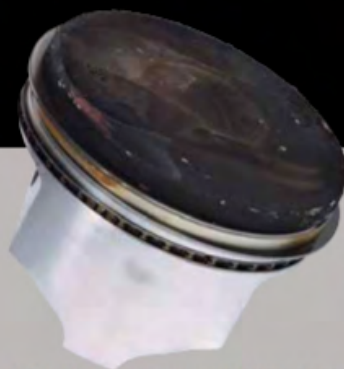
Z-ROD® Synthetic Motor Oil



DOMINATOR® Synthetic Racing Oil

Racing is Research™

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



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



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



**EQUIPMENT
RELIABILITY
SOLUTIONS INC.**

6029 Robert Avenue, Gowanstown, ON N0G 1Y0

David Whittaker

Reliability Consultant/Lubrication Specialist

Cel: 519.778.5081 • e-mail: dave@fleetreliability.com

PRODUCT ORDERING

Rick Scott 905.659.1732 • Greg Whitehead 416.665.2220

www.fleetreliability.com

AMSOIL
The First In Synthetics®