

ISSUE #2 MAR/APR 2007

Bi-Monthly Publication

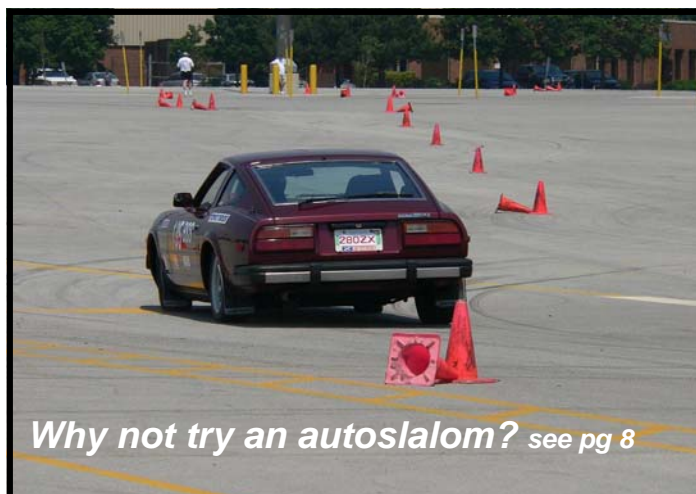


ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993



Swap Meet at Whitehead Performance

**Drag Day #1 Jun23 @ St. Thomas**  
**Zee you there!**



*Why not try an autoslalom? see pg 8*

**TRACK EVENTS • CLUB WEAR • PART DISCOUNTS • SHOW 'N SHINE • MONTHLY MEETINGS**

# Prez Sez ...

I hope everyone managed to make it through another winter, every year it seems longer ... must be my age catching up to me. With Spring here, there's excitement in getting out our Zeds again and OZC already has 2 events in the books, the swap meet and the OMSC lapping day.

For those unable to make it to the swap meet, we had extremely good weather so most of the tables were set up outside in the parking lot. The club table was busy as six new members, nine renewals and club merchandise sales contributed to almost \$800.00 for the treasury. Look for the feature article inside this Zedline. As usual, we must thank Greg Whitehead for hosting this event at his shop.

At the end of April, we had some members helping out the Oshawa Motor Sport Club with their Lapping & Track School at the Mosport DDT. Due to the printing deadline, a write up on this event will have to wait until the June issue of Zedline.

It is also very important to regularly check on the event calendar in the OZC website as we are constantly updating our event schedule. Next up is the 9 hole golf tournament & wine & cheese festival at Archibald's Winery on May 19.

Our US partners in the Rochester Z Car Club have been promoting the July Finger Lakes joint event that Erle Strauss has been putting a lot of time and effort into. The pressure is on to make a good showing at this co-sponsored event, so please make every effort to attend this one.

I am also glad to report to you all and extend special thanks to Sunoco for providing Ontario Z-Car full sponsorship again this year. You'll get your chance to win some of the Sunoco gas coupons but in the mean time, keep filling up your Zeds with Ultra 94.

If you are coming up for your membership renewal, please do not wait as the club's newsletter and other events sometime rely on the dues funding. With the transition that we have made this year in the membership renewal process, it is important to have members renew quickly in response to your notice. Remember to drive safely and enjoy this time of year and we hope to see a lot more of you at our meetings and events.

Terry Weston, President, Ontario Z-Car Owners Association



## WELCOME NEW MEMBERS!

On behalf of the Ontario Z-Car Club, we are pleased to say WELCOME to the following new members: **Raffaele Care'; Dave Carter; Chris Crombie; Zak Irvine; Dean Lamanna; Mike Nethercott; Richard Robertson.**

We extend a cordial invitation to you to participate in club events, meetings and the newsletter.

If your membership expires June 30th 2007, you should have received a renewal form in the mail very recently. Please return with payment now to ensure that your membership remains current.

### DO WE HAVE YOUR CURRENT EMAIL ADDRESS?

Please provide a current usable email address. It is by far the easiest way for us to contact you about events and late changes etc. To do this, go to the OZC website, [www.ontariozcar.com](http://www.ontariozcar.com) and click on "Contact Us", then scroll down to Membership Director. Send a message indicating your email.

Simple really.  
Thankz,

Edward Burkhardt, Membership Director



### 2007 MEMBERSHIP FORM

☐ New Member    ☐ Renewal - OZC Membership Number (if applicable) \_\_\_\_\_

First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_

Address: \_\_\_\_\_ ☐ Address Unchanged

City: \_\_\_\_\_ Province: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Home Tel: (\_\_\_\_\_) \_\_\_\_\_ E-mail: \_\_\_\_\_

Birth Date: \_\_\_\_\_ Name, address, phone & email may be published in membership roster ☐

Z Year: \_\_\_\_\_ Model: \_\_\_\_\_ Colour: \_\_\_\_\_ Trans. (auto, 4sp/5sp..?) : \_\_\_\_\_

Classification: ☐ Stock ☐ Modified ☐ Race

Interests : \_\_\_\_\_

Cheque enclosed, payable to: **ONTARIO Z-CAR OWNERS ASSOCIATION** ☐ \$50 for 2007  
3044 BLOOR ST. WEST, BOX 503  
TORONTO, ONTARIO M8X 2Y8

## **2006 OZC EXECUTIVES**

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**CASC Affiliated**



## ***From The Driver's Seat***

So, what have I been up to? Well, I worked a few shifts manning the CASC-OR display booth at the Canadian International Auto Show and the recent Canadian Motorsports Expo with contrasting experiences. The CIAS was well attended with lots of visitor traffic while the Motorsports Expo was quite different. It was the inaugural event and there were more vendors and workers than paying attendees. There was lots of racing hardware, displays from all the local tracks, go-karts and live interviews. Maybe the Easter weekend had something to do with attendance but hopefully the organizers stay with it and it picks up some momentum for next year.

I'll be approaching our sponsors asking them to renew their advertisements in Zedline again. Asked before but if anyone can line up a new sponsor to advertise in Zedline, please let me know. Some of you must know car-related vendors that you patronize that may be interested. I can send you an advertising package anytime.

We are well into our events so far and its been good to see the turn out. Let's keep the numbers up and enjoy ourselves. Come out and see what you are missing. There's a good line up of driving events, you can cruise, go-kart, autocross, take it to the track or just show it. When & where? That's what the event calendar is for, read inside.....

Howie Yoshida  
Zedline Editor  
Always asking, Always looking  
Send me your stuff!  
howieyoshida@rogers.com



### **INSIDE ZEDLINE**

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### **Inside this issue, we thank the following contributors**

Terry Weston, Pete Radoja, Diane Dale, Jeremy Sale  
Danica Hansen, Philip Amshad, JP Matte

"The Editor 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"

## 2007 Swap Meet at Whitehead Performance

by Howie Yoshida

Photos by Danica Hansen

Our now annual and season opening event, the Spring Swap Meet hosted by Whitehead Performance, was enjoyed by all on Saturday April 21. Greg Whitehead was front and centre to meet and greet those attending and he called out his family and staff to make it all happen. Greg's wife Vicki fired up the BBQ to cook up the burgers and all, Mike Hansen was there as usual to help with the set up and even found time to sell off a number of car parts. We met Mike's wife, Danica who was very busy taking a whole lot of pictures for the event. Tony Silvaggi took a break from the BBQ this time but was on hand to help and even Greg's adopted racer, Diane Dale was there bright and early to lend a helping hand too.

The weather guy gave us a break for once, unlike the rain experienced the past two years. It was bright and sunny and warm out. Most of the tables were set up outside this time and those vendors were joined by a number of other sellers working out of the backs of their vehicles. With the tables being spaced both inside and outside this time, it gave the impression there were fewer numbers in atten-



Here's Greg

Having pushed the sales of the 50/50 draw tickets throughout the morning, our Eastern Chapter VP, Tom Dickson picked out the winning ticket around noon. First prize of \$100 was won by Steve Stockill and the second prize of



Let's get this show ready



\$50 in Sunoco gas coupons was won by Bill (how the heck does he do it!) Husar.

The day wound down then and everything was packed up and away around 2:30 or so.

dance. That wasn't the case though with more than a dozen sellers and close to 50 people passing through. Yours truly made a big sale this time around so it was very worth while. We certainly hoped that all the vendors returned with lighter loads than they brought in.

The OZC club table did great business too. We signed up 6 new members, renewed acquaintance with another 5 lost souls that were convinced to come back and extended memberships with 4 others. Not a bad day indeed. Thanks to our President, Terry Weston for hauling in the club merchandise box, OZC hats and t-shirts were purchased also. Event flyers were in abundance to inform members of the upcoming outings and some were encouraged enough to sign up for them.





Bill Husar making a sale, a great day outside



Steve Stockill picks up \$100 in the 50/50 draw



Vicki hard at work



I wonder if the Track Dog can use anything here?



Not everything sold was used

## EVENTS!!! — 2007 OZC CALENDAR — EVENTS!!!!

**\*\*NOTE\*\* Please check the events calendar on the website ([www.ontariozcar.com](http://www.ontariozcar.com)) for the latest schedule updates between each printing of Zedline!!!**

May 19 - Golf Tourney, 9 hole Executive Course in am and Wine & Cheese Festival at Archibald's Winery in pm, North Bowmanville. Contact Tom Dickson (zeeker260@hotmail.com) or Erle Strauss (estrauss3@rogers.com)

May 25 - Thousand Island Zed Car Club Lapping Day at Shannonville. Contact Marc Guimont (guimont-m@rmc.ca)

June 6 - Eastern Chapter Meeting at Route 66

June 9 - Tour of the North, a whole day 600 km cruise up through Bala, Huntsville, Dorset & Minden, lots of scenery. Contact Wes Hore (smurfzed32@hotmail.com)

June 14- Westmount Car Show & social. Contact Pete Radoja (radojap@hotmail.com)

June 16- Go-Kart Challenge at Formula Kartways, Brampton. Contact Wes Hore (smurfzed32@hotmail.com)

June 17- Western Ontario Summer Cruise, meet in London at a car parts show and cruise up to Grand Bend for the Flea Market and dinner. Contact Pete Radoja (radojap@hotmail.com)

June 22-24 - VARAC Vintage Festival & Formula One Reunion at Mosport International Raceway

June 23- Drag Day #1 at St. Thomas Speedway, dinner, Event 1 of 2, 2 events with total points for trophies. Contact Jim Maw (alfa@golden.net)

July 4 - Eastern Chapter Meeting at Route 66

July 7 - Oshawa Motor Sports Club Lapping Day at Shannonville. Contact Tom Dickson (zeeker260@hotmail.com) or Erle Strauss (estrauss3@rogers.com)

July 11 - Western Chapter Meeting at Ernie's Roadhouse, Cambridge

July 21- 22 - Finger Lakes Tour, NY, Members of Rochester Z Club to attend. Contact Erle Strauss (estrauss3@rogers.com)

August 1- Eastern Chapter Meeting at Route 66

August 8 - Western Chapter Meeting at Alaskan Fish & Chips, London

August 18 - Cruise to Peterborough, meet car enthusiasts, Liftlocks, Museums, Drive-In movie. Contact Tom Dickson (zeeker260@hotmail.com)

**August 26 - Z-Fest at Christie Lake Conservation Area**, Dundas, volunteers required. Contact Tom Dickson (zeeker260@hotmail.com)

September 5 - Joint East-West Chapter Meeting at Montana's in Milton, hosted by Eastern Chapter

September 16 - Oshawa Motor Sports Club Lapping Day at Mosport DDT. Contact Tom Dickson (zeeker260@hotmail.com) or Erle Strauss (estrauss3@rogers.com)

September 22 - Drag Day #2 at St. Thomas Speedway, dinner, Event 2 of 2, 2 days total points for trophies. Contact Jim Maw (alfa@golden.net)

October 1 - 5 - ZCCA Convention, Daytona Beach, FL

October 3 - Eastern Chapter Meeting at Route 66

October 10 - Western Chapter Meeting at Alaskan Fish & Chips, London

October 27 - Joint East-West Halloween Howl...Bowling night, location TBA

November 7 - Eastern Chapter Meeting at Route 66 & Election night for 2008 OZC Executive

November 14 - Western Chapter Meeting at Ernie's Roadhouse, Cambridge & Election night for 2008 OZC Executive

November TBA - West/East Seasonal Social, dinner at the Mandarin in Kitchener

December 5 - Eastern Chapter Meeting at Route 66

December 12 - Western Chapter Meeting at Alaskan Fish & Chips, London

## MONTHLY MEETING MINUTES — COME ON OUT & JOIN US

### OZC Eastern Meeting, Route 66 Sports Bar, Tor. Wed Mar 7, 7:30 pm

OZC Executive Present:: Tom Dickson Eastern VP, Erle Strauss Treasurer, Eric Zondervan Webmaster, Howie Yoshida Newsletter

The monthly Eastern meeting was chaired by Tom Dickson, Eastern VP. There were 14 members present.

#### 1. Treasurer's Report - Erle

Erle indicated the current balance in the club account was \$5500 but that didn't include the costs for the February issue of Zedline yet. Funds were being provided by the stream of membership renewals for 2207.

Erle proposed that some funds could be spent producing magnetic vinyl signs with the club logo as promotional items when we drive our cars at events. More discussion is required before moving ahead with this one.

#### 2. Z-Fest - Tom

Tom has requested that Terry Weston act as the Z-Fest Coordinator and he was also looking for volunteers to act as team leaders for various major activities like parking, food & BBQ, 50/50 draw, registration & advertising.

A number of ideas were discussed to get families and kids involved. The possibility of a portable dyno was mentioned. The noise and pollution factor of this type of equipment may not be a good idea though. Bill Husar had many good ideas and suggestions for the event too.

#### 3. Zedline - Howie

The Jan/Feb issues of Zedline were printed and Howie brought copies for the members at the meeting. Some assistance was provided to put the newsletters in the envelopes, stamping and getting them ready to mail out.

#### 4. 2007 Club Events - Tom

The members were reminded to check out the event calendar on the web site for details on any event they were interested in attending.

#### 5. Website - Eric

There is still much to be learned by Eric to get up to speed with website maintenance and the upgrades previously discussed by the Executive. Nigel indicated he could help Eric with the software.

The next regular Eastern meeting will be Wed April 4, 2007 at 7:30 pm.

Minutes recorded by Howie Yoshida.

### Ontario Z-Car Western Meeting, Ernie's Roadhouse, Cambridge

April 11, 2007, 13 members in attendance

Tina Lambert hosted the Ladies' Night Out

1. OZC Calendar of Events: The list was discussed and an outline was given to all members present. Several members indicated that there were many events that they would like to participate in this year.

2. Trillium Tour - a 250 km charity run through the Muskokas & a Show and Shine- June 1 - 3, 2007. Accommodations will be at the Delta Grandview Resort. Contact Rob Tanner 1-705 - 769 3263 if interested.

3. Indy Z-Car Club - This club has an amazing list of events this summer. Check them out at <http://www.inyzcar.com>

4. New Business - A topic on door magnets to promote our club was presented at the March meeting. Discussion continued at the end of our April meeting. It was unanimous that the Western members did not wish to stick door magnets on our cars. This message was sent to Terry.

Next meeting will be a joint E-W one at Montana's in Milton, May 9th 2007.

Minutes recorded by Pete Radoja.

### OZC Eastern Meeting, Route 66 Sports Bar, Tor. Wed Apr 4, 7:30 pm

OZC Executive Present:: Terry Weston President, Tom Dickson Eastern VP, Erle Strauss Treasurer, Howie Yoshida Newsletter

The monthly Eastern meeting was held at Route 66 and was chaired by Tom Dickson, Eastern VP. There were 19 members present, a guest speaker and even some Zeds as the weather was favourable for the drive in but it started to snow during the meeting.

#### 1. Trillium Tour - Guest Speaker, Rob Tanner

Rob Tanner, a former racer has organized a new event for Muskoka, on June 1-3, 2007, headquartered at the Delta Grandview Resort in Huntsville, ON. It will be a 250 km tour of Muskoka that will raise money for Chrysalis House, a new transitional home for women and children.

There will be a champagne reception on the evening of Fri. Jun 1 at Delta Grandview Resort. The tour is on Sat. followed by a cocktail hour, a silent auction with all proceeds going to Chrysalis House, dinner and Jim Kenzie as the guest speaker. A Sunday breakfast buffet followed by a Show and Shine and an awards ceremony around 3:00 pm. Contact Rob at (705) 769-3263 or email [rtanner@vianet.ca](mailto:rtanner@vianet.ca).

#### 2. Treasurer's Report - Erle

Erle reported that the club account had approx. \$5300. Recent payouts were for budgeted items such as Zedline, insurance premiums and dues.

On the topic of magnetic signs, further options were mentioned by members such as clear vinyl for windshields instead of placing signs on doors. Others thought that magnetic signs for our cars were not necessary to promote the club. A formal proposal and cost is to be prepared and this will be reviewed by the Executive before any funds are committed as this initiative was not included in the approved budget.

#### 3. Zedline - Howie

The next issue of Zedline will be out in early May, submissions of articles should be sent to Howie by April 26 for inclusion in the Mar/Apr issue.

#### 4. Website - Terry

Terry wanted to see upgrades to the club website. He would like make it possible for members to post events of interest or that someone was organizing. Paypal was a function to add for accepting payments or event deposits. We want to post complete past issues of Zedline too for information about the club and past events.

#### 5. Merchandise - Terry

Terry brought samples of the new short and long sleeve t-shirts made with the new "wicking" material that were available for Z-Fest. The merchandise order form has been updated to include these new t-shirts.

#### 6. Upcoming Events - Tom

Members were reminded again about the upcoming events. First up was the annual swap meet at Whitehead Performance on Sat. Apr 21, then the lapping day at Mosport with OMSC on Apr 28.

The go-karting event for June 1 will have to be rescheduled. Wes will confirm a new date and forward it to Tom.

#### 7. 50/50 Draw - Wes Hore

The cash prize of \$35 was not won by Bill Husar, it went to Howie. Additional prizes were won by Bill Warren (649 ticket), Erle (duffle bag), Bobby Kara (car brush) and Gerry Pancott (tire gauge).

Members were reminded that the May Eastern meeting has been cancelled. Instead we will have our Spring Joint East-West meeting on Wednesday May 9, 2007 at Montana's in Milton. Join us for dinner too. Minutes recorded by Howie Yoshida

## YOU CAN MEET US AT THE FOLLOWING LOCATIONS.....

**Western meetings** are held the second Wed of the month alternating between **Cambridge & London**.

#### Alaskan Fish & Chips & Chester Fried Chicken, LONDON

802 Exeter Rd. at 7:30 pm, 519-690-0909.

From the east—take the Exeter Rd and Wellington Rd exit. Stay to the right on Exeter Rd. Go through the light and Alaskan Fish & Chips is on your right (north side) BEFORE Wellington Rd.

From the west—take Wellington Rd. north. Turn right (east) onto Exeter Rd., look to your left (north).

#### Ernie's Roadhouse, CAMBRIDGE

at 7:30 pm, 519-658-9562.

401 to Cambridge, exit at Hwy 24 North, stay to your right and follow Queen St, 3 lights on left, corner of Queen & Guelph.

**Eastern meetings** are held the first Wednesday of the month.

#### Route 66 Sports Bar & Grill

Eglinton Square Shopping Centre at 7:30 pm, 416-755-7869

(Victoria Park & Eglinton)



## Autoslalom or Autocross, why not give it a try?

This information was provided last year but here we go again in an attempt to encourage you to come out and have some fun.

Solo II, also known as "AutoSlalom" or "Autocross", is a low-cost "grassroots" motorsport discipline that allows almost anyone to enjoy the thrill of automotive competition in a safe, controlled, and legal environment.

A Solo II event consists of competitors driving through a "race course" laid out using pylons on a large parking lot or other paved surface. Because the vehicles race independently of each other, at no time can there be contact with another competitor. This reduces the risks considerably, allowing the drivers to concentrate on threshold braking and precision cornering.

Each run is electronically timed. Almost any driver can participate in almost any car, no matter the age, the make, the model, or the modifications that have been done. As long as your car meets certain safety standards, there is a class for you. For the day, you can expect to get in 5 or 6 runs.

If you want to learn more about your car's handling, improve your driving skills then Solo II is a great place to start. You don't need to make a big commitment of money or time, just come out and join the fun.

A number of clubs run their own autoslalom series, here are some in the GTA. Both series have already run their first event.

### **HADA Motorsport Club** **"Take It Off The Streets" Autoslalom Series** **[www.hadamotorsport.com](http://www.hadamotorsport.com)**

Event dates as follows:

Saturday June 30	Saturday July 21
Saturday August 11	Sunday August 26

At the Powerade Centre (formerly Brampton Centre for Sports and Entertainment), 7575 Kennedy Rd. S, Brampton

Cost is \$30 for competitors. Lunch is included with your registration fee.

Schedule:      8:00-9:30: Registration  
                    10:00: Drivers meeting  
                    10:15: Competition begins



Around the cones, not over'em!



This could be you

### **Mazda Sportscar Owner Club (MSOC)** **'Push It To The Limit' Autoslalom Series** **[www.wiredmotorsports.com/pitl](http://www.wiredmotorsports.com/pitl)**

Event dates as follows:

Saturday May 26	Sunday June 10
Sunday July 15	Sunday September 9

At the Bronte Go Station, exit the QEW at 3rd line travelling south to Wyecroft road (first road after the overpass), west to the station.

Cost per driver is \$30.00 which includes a lunch.

Schedule:      7:30 a.m. to 8:30 a.m: Registration  
                    8:45 am: Drivers meeting  
                    Competition starts following the drivers meeting.

Looking for a club closer to your place? These 2 clubs also run their own series. Check them out.

### **Twin Lakes Motor Club (TLMC)** **Barrie** **705 722 1173** **[www.twinlakesmc.org](http://www.twinlakesmc.org)**

### **Western Ontario Sports Car Association (WOSCA)** **London** **[www.wosca.com](http://www.wosca.com)**

The Editor



And this from The Speciality Vehicle Association of Ontario.....

## N.S. legislation sets targets for greenhouse gas emissions by 2020

Published: Thursday, March 22, 2007 | 7:34 PM ET, Canadian Press: KEITH DOUCETTE

HALIFAX (CP) - Nova Scotia will "follow the lead of California," by introducing tough tailpipe emission standards for motor vehicles by 2010, the province's environment minister promised Thursday. In an announcement that drew swift criticism from the province's auto sales industry, Mark Parent said his Conservative government would set up the regulations as part of an ambitious drive to lower greenhouse gases. Parent said over the next 13 years the emissions of carbon dioxide and other gases will be brought to levels 10 per cent less than 1990 levels. "This government believes that the economy and the environment are inextricably linked," Parent said at a news conference in Halifax. "This bill is unique because it sets out a course of action that recognizes this relationship."

The wide-ranging Environmental Goals and Sustainable Prosperity Act, which includes 20 objectives, also includes measures aimed at promoting renewable energy and preserving the province's protected lands from further development. Parent pointed out that while the greenhouse gas emission target seems challenging, Nova Scotia has little choice but to follow the lead of provinces like British Columbia, which has set a target of 33 per cent reduction by 2020. "We believe not only that we can meet the goal but we have to meet the goal," Parent said.

Though the new bill sets general objectives, critics pounced on it for not being precise enough on what standards will be. For instance, while stating the province will emulate California's emissions system, Parent stopped short of saying Nova Scotia will match the state's target of a 30 per cent reduction in motor vehicle emissions by 2016. "It may be some of these goals will need to be increased . . . and so that's why some of the wording is 'minimum' or 'at least', wording that gives us the ability to be stricter and tougher if we need to be," he said.

Still, car retailers reacted with alarm to the proposed law, which would apply the emission standards solely to new cars rather than the emission-belching older vehicles. A spokesman for the dealers said the proposed law isn't attacking the major culprit for motor vehicle emissions. "If they're serious about getting rid of greenhouse emissions as a result of automobiles, they should take a look at how they're going to help Nova Scotians take older vehicles off the road," Allen MacPhee, president of the Nova Scotia Automobile Dealers Association told CTV news.

On other fronts the province has moved to prevent the net loss of wetlands by 2009, and re-stated previously announced goals to protect 12 per cent of the province's total land and to have 18.5 per cent of the province's energy needs met by renewable energy production. Environmental groups praised the initiatives. "To put into an act of law this many different environmental policies with both penalties and incentives responds to the time we're in and concerns around the environment," said Raymond Plourde of the Halifax-based Ecology Action Centre. Plourde said he was particularly impressed with accountability provisions that requires the government to periodically report on its progress. He called the bill "a good skeleton" that needed to be fleshed out with more details. However the province's political opposition expressed doubts about the government's ability to follow through. "They're going to have to get a lot more aggressive and do a lot more than they've done in the past. I'm skeptical," said Liberal critic Keith Colwell. NDP critic Michele Raymond agreed and expressed concern that the government was simply "setting targets to set targets."

Although Parent couldn't put a price tag to the sweeping changes, he said the province can't afford not to act. "The costs range anywhere from four to \$10 billion on a world-wide level and what our share is as a province, I can't answer you," he said. "But we know that if we don't do anything the cost will be immense." The province has had a mixed record in the past in meeting its environmental objectives. It isn't meeting targets set out in 2001 by eastern Canadian Premiers and New England governors. The group set a goal of cutting the region's emissions back to 1990 levels, but by 2004, estimates indicated emissions were 16.5 per cent over that target and growing.

Note: Ontario.....not to be outdone by someone else will somehow try to enhance this and build a better deal for the Ontarians which involves SVAO.



**Mark Michael MacKew**  
BARRISTER, SOLICITOR & NOTARY PUBLIC



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**Email: mark@mackewlaw.com**





by Diane Dale

## By Diane Dale

Well – I believe the racing season has officially begun. The Ontario region has not yet seen the first event of the year – BUT the pre-season activities are in full swing as racers scurry around after hibernation trying to get themselves organized for the first race. And what are the pre-season activities for a regional racer?

Let me give you some tips:

Realize it's about time you get your butt off the couch and get your racecar ready for the season (this involves going out to the garage/shop/barn/friend's parking spot/alternative storage spot, lifting the covers off of your said racecar and realizing that there's potentially a lot of work to make the season).

Make the immediate decision to a) go back to the couch (this is known as the ultimate avoidance technique – note – this strategy typically does not get you to the first race of the year) or b) attempt the un-attemptable and start listing all of the tasks that have to be done before you can race. These of course should be categorized by priority – “can't race without it” (e.g. put the engine back in that was ambitiously removed back in October when you thought you had time to rebuild it before the spring); “could race without it” (e.g. yes I should replace the alternator/wiring that drains the battery between every race – but on the other hand I could just as easily continue the season long practice of inconveniently borrowing the battery from the tow vehicle or my closest neighbour whenever I need to start the racecar) and “definitely don't need it” (e.g. I know I don't like the colour of the headlight covers but at least they stand out in the paparazzi shots of my car that keep appearing on website galleries with captions such as “Uh oh, better get Maaco!”)

Immediately cross off all the “definitely don't need it” items. Reclassify “could race without it” items as “definitely don't need it” items because this year you're going to take a realistic approach to pre-season race activities (why feel pressure when you know it won't get done anyways?).

Next, spend endless hours on the internet sourcing parts for the final list of “can't race without it” tasks; order everything you need online and feel confident that you'll still be ready to go.

Spend the next couple of weeks, days and hours on the internet again and on the phone to suppliers in all parts of the world you didn't even know carried auto parts because you found out that most of the items you thought you purchased are actually out of stock, on back order for 6 months or no longer available.

Come up with a plan B for all the tasks that you won't get parts for before race day (thus creating more work mid-season replacing and re-fitting to your original strategy). These plan B activities usually fall along the lines of “Well... my daughter's car has a 4 cylinder normally aspirated engine that would easily power my racecar – she can take the bus to her daily job that's a 2 hour ride away.” – or a more rational justification “Perhaps she won't notice...”

Start panicing as you realize that there's no way in H-

E-double toothpick that you can possibly complete all the essential tasks and hold down your regular day job, run interference on family responsibilities, sleep and breathe and keep your wits about you all before the first race (oh yeah – and you wanted me to work out, eat well and get lots of rest before the first race?)

Yes it's true – you did in fact know this information at the end of last season – but somehow you forgot it all between re-runs of the amazing race and catching up with last summer's professional racing news that you missed while you were racing your own non-professional car (yes it's true, Schumacher did retire).

Spend many, many, many hours convincing your mechanic days before the first race that he could definitely complete all your leftover tasks and get the car ready for the first race if he only gave up all his organized customers (who were ready months ago and are only getting final touches done), worked 36 hours a day, never slept and hired 7 more mechanics just to get your car complete.

Be happy as you pull into the track at 3:45am the morning before the first race with a working vehicle on the trailer (and perhaps you should also wonder why, when you knew months ago that this would happen again this season – that you didn't just stay up until midnight THAT night and get more things done).

At least that's my light hearted humorous interpretation of what happens every year to us die-hard racers. Of course I'll vouch that the tips are somewhat based on true stories but I've changed the names to protect the innocent.

In all truth, I actually did get some pre-season race activities accomplished this year. And a major one being: signing up for a track day BEFORE the first race. This is always an excellent course of action since practicing your actual driving skills (on a real track as opposed to your 50" playstation setup at home) is a great idea.

If you take a look of the pictures, you'll see how incredibly successful I was with that task this year. I smartly signed up for the Hanson International Advanced Driving Skills school (run by fellow racer Peter Hanson) in order to get some much needed lapping practice, skid pad time and a bit of bench-racing in. Unfortunately on that day (April 6 to be exact) the temperature decided to swing from an exceptional 17 degrees celcius to minus 10. And with that significant drop came an absolute blizzard (only above the Mosport DDT of course! Regional Road 20 was absolutely clear of any ice or snow)! My poor street Zed didn't have a clue what hit it – I don't think it's ever even seen snow before! Unfortunately the day was cancelled as none of the cars (including my Zed) were able to move more than an inch up the icy final turn into the front straight. Sigh...

Well, hopefully you've all learned a lesson here... “be prepared” as the honourable scouts would say. Remember next FALL to get your car ready for spring... then you can sleep soundly in hibernation – only to awake to a fresh and happy racecar – raring to go. That being said, I did get a lot of work done on my car

over the winter... and I look forward to seeing you all at the track! Here's the regional schedule and where you'll see a number of Datsuns!



Diane and her lovely 1971 Datsun 240Z – the poor thing has never seen snow!

**Group 70+ ([www.varac.ca/events.html](http://www.varac.ca/events.html)) is running:**

May 12/13	BEMC Spring Trophy Races	Mosport
June 2/3	CRDA Shootout	Shannonville
June 22-24	VARAC Vintage Festival	Mosport
July 27/28	MCO Ted Powell Memorial Races	Calabogie
Aug 11/12	Canadian Touring Trophy	Mosport
Sept 1/2	CRDA President's Trophy	Mosport
Sept 29/30	CASC/Panoz Celebration	Mosport

Some Datsuns will also be running the Ontario Challenge Cup GT Sprint. The schedule is posted on [www.casc.on.ca/events.php](http://www.casc.on.ca/events.php)  
VARAC 2007 Vintage Festival



Heading out on the track, Diane ventures to complete at least one lap without sliding into the outfield

## A note from Jeremy Sale at VARAC ([www.varac.ca](http://www.varac.ca))

With another year of vintage racing now behind us VARAC is already looking forward to seeing our friends at the VARAC 2007 Festival at Mosport, June 22-24, 2007.

"This is our 28th annual Festival, so by now we know how to do it!" I always use a capital "F" on Festival by the way, because that's how important I think it is. The big apple. Our chance to entertain vintage racers from Canada and the U.S at one of THE great race tracks in the world.

The Festival is about a lot of things. Beautiful cars racing on a superb track, camaraderie with fellow vintage racers from all over and volunteerism of the best kind. VARAC is a non profit organization, so it's all done by hard working members and spouses. It's a chance to meet with racing friends from north and south of the border and we always do our best put on a "reelly big shew" while maintaining our unique grassroots, driver-friendly approach to vintage racing. VARAC organizers do not take themselves unnecessarily seriously; while safety is important to all of us, the fun aspect is kept in mind at all times. VARAC is a founding member of VMC and VARAC rules were instrumental in formation of VMC rules, so we can assure you that our safety rules are "sensible and normal" not draconian. We are proud that the event is organized "by racers for racers" and has been named "the best club event in North America" by various U.S. magazines." Check our website for more comments at [www.varac.ca](http://www.varac.ca).

This year we will be celebrating the 40th anniversary of an important date in Mosport's racing history, the first F1 grand prix in Canada, in 1967. We intend to field a good grid of vintage F1 cars, to be flagged off by honorary starter Wallie Branton. Wallie waved the chequered flag 40 years ago as the winner, Jack Brabham, crossed the line in his Repco-Brabham V8, followed home by team mate Denny Hulme with Dan Gurney third in his Eagle-Weslake V-12. The two Canadian drivers in the '67 race, Eppie Wietzes and Al Pease, will also attend the Festival. The vintage F1 guys we have contacted tell us they are looking forward to running their beautiful cars on a challenging circuit that has seen all the top F1 drivers of the day, including winners Brabham, Jacky Ickx, Jackie Stewart, Peter Revson, Emerson Fittipaldi, James Hunt and, in the last GP at Mosport in 1977, Jody Scheckter in the "Canadian" Wolf-Ford.

We also intend to develop the Simms Cup into an ALL MG FEATURE race. MGVR will assist VARAC in inviting all eligible MG cars and we hope to attract 40-50 MG's as well as the groups that we regularly invite every year, Vintage/Historic, Production Sports, Sports Racers, Classic Sedans, Wings and Slicks, Monoposto, and Group 70+. The F1 cars are important, but no more so than the Sprites, Triumphs, Elvas, etc. We look forward to an event where everyone gets plenty of track time, has lots of fun, and goes home happy!

Well, we think there's really something for everyone at the 2007 VARAC Festival! Make sure you are there! Check the VARAC website for information and quotes on the Mosport experience at: [www.varac.ca](http://www.varac.ca).

## TOUR OF THE NORTH CRUISE

**Saturday June 9, 2007**

Bring out your Zed and come join us for a scenic drive on Saturday June 9th. It could be just part of the day but why not stay and make it a whole day thing. We've got a great route planned for you and your passengers, mostly along northern paved roads that pass through Bala, Huntsville, Dorset and Minden.

The roundtrip is approximately 600 km and it can easily be done in a day along with stops for lunch in Bala, a break for ice cream and socializing at the Kawartha Dairy in Minden and then a dinner, in Lindsay.

The roads will be winding and weaving through the countryside, up and down hills, passing various lakes along the way. There are a lot of scenic areas that we will be going through. Not only will this be an unforgettable day but it will also be a great way to promote OZC. The caravan is sure to be impressive. It's going to be a pretty casual day so anyone that wants to pullover for more breaks will be accommodated. We can plan gas stops and picture taking along the way too.

A detailed map will be handed out to all drivers starting the cruise to coordinate meeting places, times and stops. Also, drivers should all start with a full tank of gas. This is not a cannonball run event!

### INITIAL MEETING & DEPARTURE:

9:15 am at Whites Road & Highway #2 in Pickering. Drivers will meet at the Tim Hortons/Wendys, located on the north side of Hwy 2, first set of lights east of Whites Road. From this location, we will travel caravan style to the 2nd meeting location.

### ENROUTE MEETING & DEPARTURE:

10:30 am at the Tim Hortons/Wendys/Petro Canada complex on Hwy 400. It is located approximately 19 km north of Hwy 401, on the east side of Hwy 400 just past Canada Wonderland and Major MacKenzie Drive.

If you are planning to show up, please contact me no later than June 6 to confirm your participation and your preferred meeting location, either Pickering or Hwy 400.

Contact Wes Hore **Phone:** (905) 391-1036 **E-mail:** smurfzed32@hotmail.com

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## GO-KART CHALLENGE at FORMULA KARTWAYS

**Saturday June 16, 2007**

We have organized a go-karting event at Formula Kartways in Brampton. Some of you may have already been to this great place.

Formula Kartways has a ¼ mile indoor track and runs fast light weight racing karts that simulate the thrills of driving a race car.

OZC will be sharing the track with the members of the Oshawa Motor Sport Club so please come out and help support our challenge to them. The event will consist of a 10 lap qualifying session, followed by a 15 lap heat and then a 15 lap final. Not to worry, you will have plenty of seat time. Trophies will be awarded to the top 3 competitors. It should be a fantastic event.

If you would like to look up any further information about Formula Kartways, you can check out their website at [www.formulakartways.com](http://www.formulakartways.com).

**DATE & TIME:** Saturday June 16, 2007 from 10:00 am to 1:00 pm

**LOCATION:** Formula Kartways, 79 Bramsteele Rd., Brampton, (905) 459-1073

**COST:** \$50 per person

If you are planning to show up, please contact me no later than June 12 so we have an idea of the numbers expected.

Contact Wes Hore **Phone:** (905) 391-1036 **E-mail:** smurfzed32@hotmail.com

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## WESTERN ONTARIO SUMMER CRUISE

**Sunday June 17, 2007**

Join us for a wonderful day cruising through the Southwestern Ontario countryside. Our day will start just south of London at an outdoor car parts and flea market. Later on, we will cruise together to the Grand Bend beach strip and then on to the Pinery Flea Market.

The Flea Market is very large and situated amongst many mature oaks and pines. The new owners have taken great pride in making this outdoor flea market a very classy affair. We will park our cars along the restored 1950's gas station. If shopping isn't your thing, enjoy the music (Brian Dale is awesome) and the food.

Around 4:00 pm, we will drive to the beach for photos and dinner. The Grand Bend Beach is one of the nicest beaches on Lake Huron. The sunsets are breathtaking. Some may wish to head home while others may wish to linger and enjoy the nightlife on the main strip. You may also wish to drive through the area and check out the Oakwood Inn Golf course that has been re-built. It is situated amongst many beautiful old trees. Also, why not drive by some of the incredible cottages surrounding the golf course and the lake. If the weather is nice, it should be an awesome day to drive our cool cars.

**DATE:** Sunday June 17th (Father's day – what a great way for dad to spend a day!)

**ITINERARY:** 10:00 am - Meet at the Lambeth Swap Meet located south of London on Hwy #4, just a few minutes north of Hwy 401. We will try to park on the grass near the back fence. If your car is low, park at the side of the highway. You can purchase food here if you wish or at our next stop.

11:30 am - Cruise to the Grand Bend Pinery Antique & Flea Market via Hwy 402 and Hwy 81.

1:15 pm - Arrival at the Flea Market. You can buy lunch here also.

4:00 pm – Return to Grand Bend for photos, dinner and more shopping.

If you plan on attending, give Pete a call so he can be prepared for you. He will have to reserve spots at the flea market and for dinner. Colour maps for all the drivers will be provided as back ups just in case.

Contact Pete Radoja **Phone:** (519) 473 - 2589 **E-mail:** radojap@hotmail.com



ONTARIO Z-CAR OWNERS ASSOCIATION



Z Car Club of Rochester

### FINGER LAKES REGION TOUR, NY July 21-22, 2007

On the weekend of July 21-22, we are planning a leisurely cruise of the Finger Lakes Region in NY state with the members of the Z Car Club of Rochester. This is going to be a fantastic event with quite a range of activities. Saturday will involve antiques shopping, wine tasting, a visit to the Watkins Glen International Motor Racing Research Center, driving on the historic Watkins Glen Road Course and socializing among the members of OZC & ZCCR. Sunday will feature a Show 'n Shine as part of the ZCCR annual membership drive promotional event in Fairport, NY situated in a very scenic area by the Erie Canal.

**ITINERARY** - Sat. July 21: Morning start for the cruise, shopping, afternoon at Watkins Glen, dinner and overnight near Lake Canandaigua.

- Sun. Jul 22: Drive to Fairport, NY and take part in the ZCCR Show 'n Shine event.

**ACCOMMODATIONS:** We have reserved a block of rooms (ref. # OZC/ZCCR) near Lake Canandaigua at the **Econolodge Motel**, 6108 Loomis Rd., Farmington, NY, 14425; Call to confirm your reservation with your credit card number at **1-800-333-0536** before June 5/07. Cancellations can be made without penalty up to July 14; Group rate is \$83.30 plus taxes based on double occupancy. An additional discount is possible if a minimum of 10 rooms are confirmed.

**NOTE:** As the drive to Lake Canandaigua is about 4 hours and Saturday will be an early morning start, rooms are also blocked out for a Friday arrival to stay over, eat and rest up. Some OZC members have decided on this option and may be going convoy style (TBA).

**CONTACT INFO:** Make your reservations directly with the Econolodge Motel and then let us know you are going to be cruising, shopping, wine tasting, road rallying, dining, showing 'n shining, socializing and on & on .....

Erle Strauss, Ontario Z-Car Owners Association  
Ph: 416- 402-5533  
Email: [estrauss3@rogers.com](mailto:estrauss3@rogers.com)

Kurt Thiel, Z Car Club of Rochester  
Email: [thielsimportauto@aol.com](mailto:thielsimportauto@aol.com)

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# PROJECT DATSUN 240Z

## FOREWORD

This is a continuation of a series of articles about the building of a Datsun 240Z racecar. This project has been ongoing for the past two years with an estimated additional year to completion. It is being undertaken by Philip Amshad.

Philip has served on the Executive of the Oshawa Motorsports Club (OMSC) for the past 10 years, and has just started his fifth year as President. This Project Datsun 240Z series of articles has been reprinted from the OMSC newsletter, Fast Lines.

## Project Datsun 240Z - Part 13 - Exhaustive Pursuits!

by Philip Amshad

In Formula 1, the rules state that every component on the car must fit into a box with a given minimum and maximum dimension, and within a specified point in space. Although, not nearly as sophisticated as a formula car, my project suffers from the same constraints. That problem is one of packaging. As more components are completed, the space remaining within the chassis becomes a premium. Almost every part on this car rotates, reciprocates, vibrates, gives off heat, or is affected by heat. Allowing for clearance between each component only compounds the situation. Very early in the conceptual stage of this project, I decided that I would build this vehicle with a completely flat floor between the axles. As simple as this may sound, it meant relocating every part between the engine and the rear axle. One such part would be the exhaust system.

Having previously establishing the location (setback), and angle of engine installation, the maximum allowable dimensions for the header could now be established. With this set, a list of design criteria's could be finalized. To build power to 8500rpm would require moving a large volume of air thorough the engine. One disadvantage of this engine is the non-cross flow design of the cylinder head. This would reduce engine efficiency, and therefore power output by approximately 2% over a cross flow head, (everything being equal). Having the intake system fighting for real estate with the exhaust system only compounds the problem.

My short list for the design of this part include:

- Tri – Y – Design;
- Short primaries, (for high RPM's);
- Stepped primaries, (for efficient scavenging);
- 3/8" thick header flange;
- Efficient starter tubes (exhaust transitions);
- Merge Collectors (incorporating velocity inducing pyramid and venturi);
- Exit over bellhousing design.

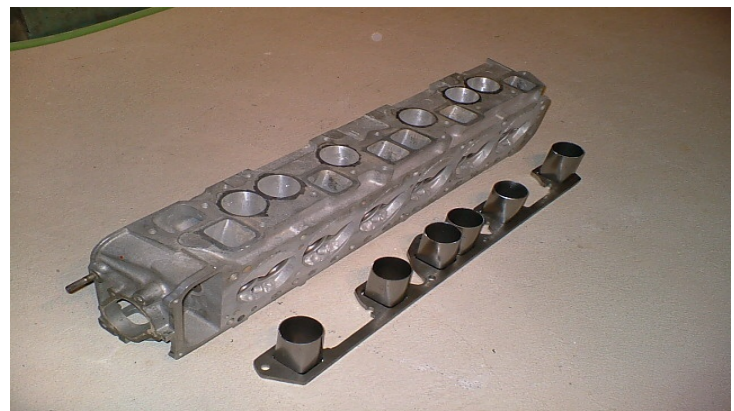
The first step after calculating the length, and diameter of each tube in the system was to create a header flange. Starting with a modified exhaust gasket, a paper template was made. This pattern was then transferred to Masonite, and rechecked before the final flange was cut out of 3/8" thick mild steel. The cylinder head in this application uses a rectangular exhaust port that now measures approximately 1 1/2" X 1 3/4". To make the transition from the rec-



Gasket templates & final product



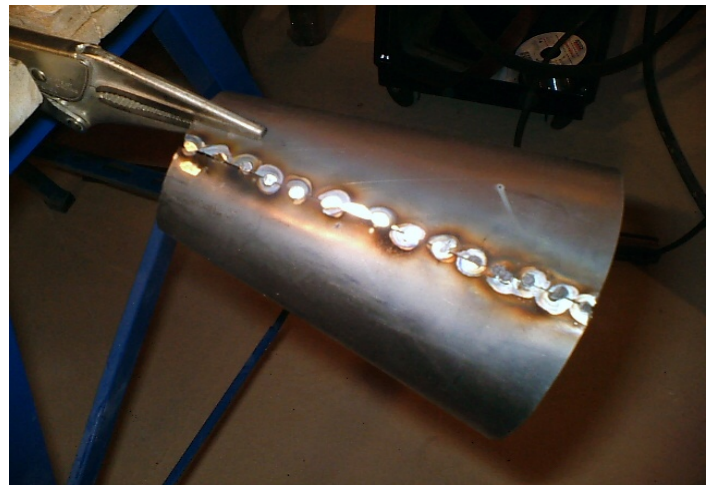
The starter tubes



tangle port, to round exhaust tubing would require a "starter tube". There are two important considerations to take into account when building, or purchasing an exhaust header. The first is that the engine should not be able to discern



ception that primary tubes held to within  $\frac{1}{2}$ " allow each cylinder to contribute "equally" to the formation of power. Ideally, a header should be designed, and built to each specific application. Generic, or store bought headers cannot take into account all the possible parts combinations that go into building a race engine. A good race header should be able to function over a 4000-RPM power band. In actu-



ality, lengths differing as much as 9 inches (4.50" + or -) make very little difference in the power. If an engine is designed to build power over a 4000 RPM range, then a header that functions at peak efficiency over a 1000-RPM

where the exhaust port ends, and the header begins. The second is that for maximum engine efficiency, the primary tube must extend a minimum of three inches past the header flange before making its first bend. The tube must also continue at the same angle, (if applicable), as the exhaust port. For this application, I machined a die out of mild steel to use as a form. Using a 20 ton press, 3" pieces of 1  $\frac{3}{4}$ " X 18ga tubing were pressed over the form to create the starter tubes as shown in the picture. With these welded onto the header flange, the long process of cutting, fitting, and welding primary tubes can begin.

There has been much debate over the years regarding "equal length" exhaust primaries. There is a large miscon-



Merge collectors



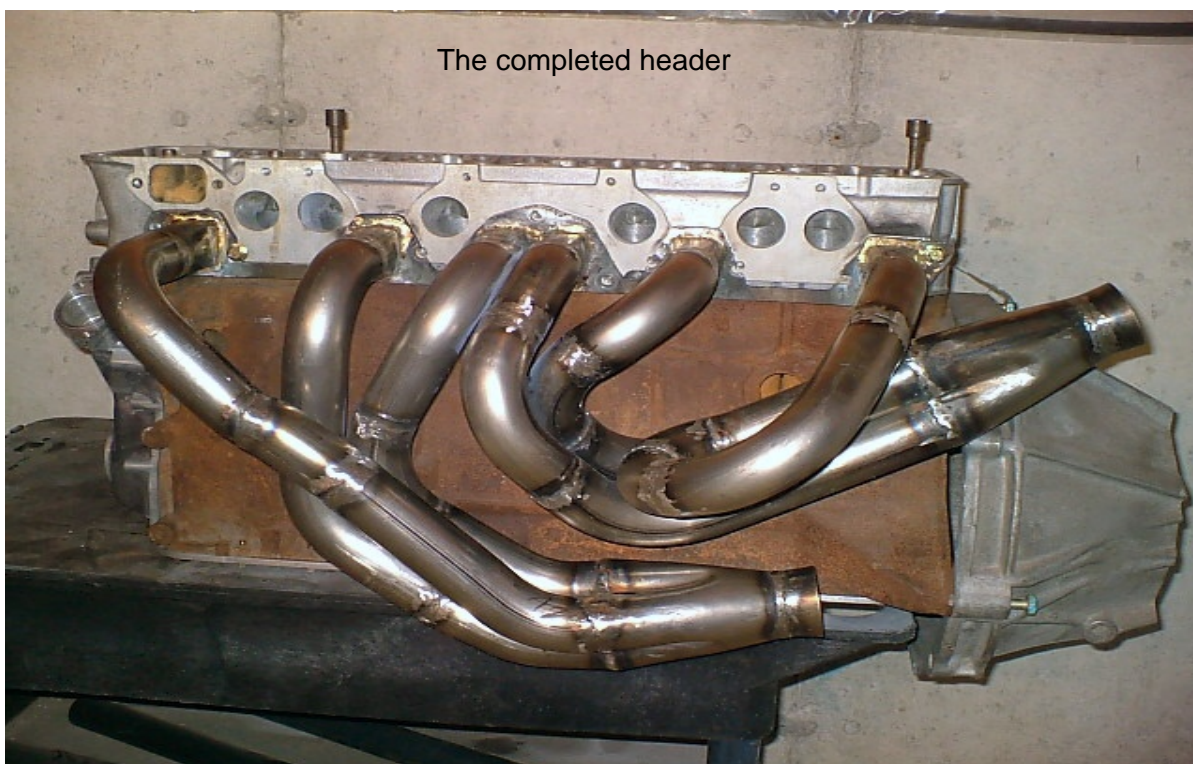
place to expand. The step provides an anti-reversion effect, and allows for shorter length tubing. Of course shorter length are easier to package, and reduces the number of bends.

With the primaries completed, it was time to start fabricating the "merge collectors". Here again, using an efficient design can save space. The collectors are only 6 inches in length, however their design makes them function as if they were much longer. Longer collectors help to produce more torque over a wider power band. The merge collectors are made from 5 pieces of 20ga sheet steel. Each collector incorporates a short transition, which serves as a venturi. Each branch of three primary tubes merges into a collector that is completely smooth inside. The exhaust is then "squeezed" down to a diameter of 2 1/4" before expanding into the 2 1/2" secondaries. Flow is also aided by the use of a pyramid shaped deflector. This helps to guide the power pulses into the collector instead of just dumping the spent gasses into what can simply be considered a box. A die was also built to form the shape of the collector as can be seen in the accompanying picture.

With the header completed, the secondaries, X-Pipe, and muffler fabrication can begin. A complete article and pictures will follow at a later date. Yes, I am considering building my own mufflers, but that story will have to wait. Next month, we will look at the design for the engines lubrication system. So until then, **keep your car and yourself safe and we'll see you at the track.**

range will still have a window of 3000 RPM where the efficiency is less than optimal. Building a header that incorporate larger radiiuses, and smother transitions will build more power than a "bundle of snakes" design.

Taking into account this engines displacement, bore, stroke, compression ratio, carburetor and inlet manifold size and design, valve size, port size, camshaft specifications, and intended power band, I settled on a header that uses fairly short primaries. The total lengths of the primaries are just less than 24", and are "stepped" for approximately half their length. A stepped header serves four distinct functions. It allows for maintaining high velocity at the exhaust port by using a slightly smaller tube. It allows for efficient exhaust scavenging by allowing the gasses a



The completed header

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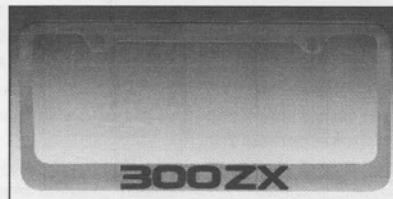
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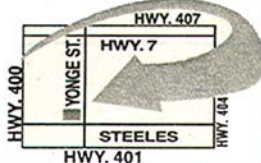
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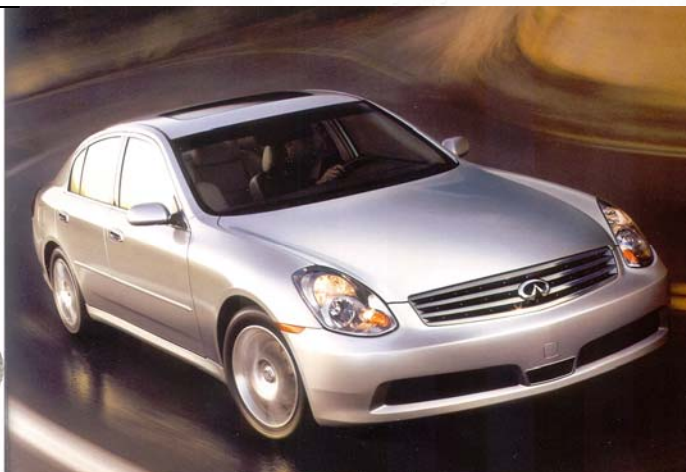
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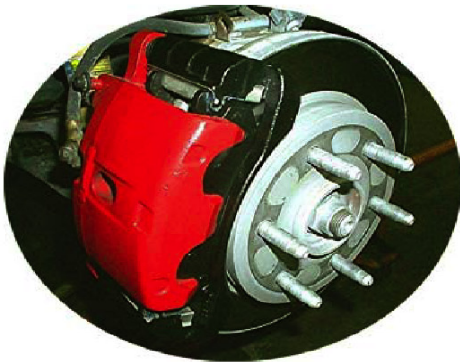


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