

ISSUE #4 JUL/AUG 2007

Bi-Monthly Publication



ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993

ZCCR & OZC, 2 GREAT CLUBS sharing 2 GREAT EVENTS!



**FINGER LAKES
RALLY
WEEKEND**

**Z-FEST
2007**



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

Prez Sez ...



I am pleased to inform all the members that our 13th annual Z-Fest has been a success, mainly due to all the volunteers that helped out. This year we wanted to form a partnership with a charitable foundation willing to accept an unspecified donation from the Z-Fest proceeds. We didn't know how much to commit because the event proceeds are somewhat dependant on the weather and the Sunday date.

With the help of Make-A-Wish Toronto & Central Ontario and their suppliers, we were able to reduce our cost of goods so we will be able to forward a generous donation as we had hoped to. I also want to thank the Executive Committee members for all the work behind the scenes in securing the sponsors, donations and necessary supplies and the tireless work to pull off a successful event.

I now need your feedback on what you liked and on what we can improve on for next year's event. We may also have the opportunity to run a joint show with the Z Car Club of Rochester (ZCCR) next year and wonder what your thoughts are on this concept. With several major events next year such as ZCCA National Convention in Cleveland in June, Z-Fest in August and the ZCCR Amazing Fall Colours Festival in September, is this too much?

Here are some questions I would like some feedback on if possible;

- (1) Do you like the Christie Lake venue and location, or do you want to change it?
- (2) Would you prefer an earlier date?
- (3) Does a Saturday or Sunday make a difference to your attending the event?
- (4) Do you want more vendors and if so, what type would you like to see?

Some examples: Dent Repair; Zaino Accessories; Dyno Run;

- (5) Were the various kinds of food and drinks served acceptable?
- (6) Would you like to have a joint event with another Z Car Club?

These questions will be up on the OZC Chat forum for you to respond to, or please do not hesitate to e-mail any of the Executive.

Of all the people who paid to enter the car show, 39 were members, 41 were non-members including 12 from ZCCR. We only signed up 3 new members so you can see that a lot of work is required to increase the membership involvement at Z-Fest. We will have a breakdown of this event available to anyone who requests it but due to the ZCCA National Convention in Daytona Florida early in October, some of the Executive will not be at the monthly chapter meetings. We will ensure those who do attend will have this information for you.

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:

Peter Arajs	Peter Davidson
Daniel Iafrate	Bob Pahuta
Martin Pierce	Douglas Pope

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

Edward Burkhart
Membership Director

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 and click on "Contact Us", then scroll down to Membership Director. Send a message indicating your email.

Simple really.
Thankz,



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CASC Affiliated



From The Driver's Seat

Well the summer is over and we have had 2 big events over the past 2 months, the Finger Lakes Rally Weekend with the Z Car Club of Rochester and our own 13th annual Z-Fest . Both were fantastic events as I'm sure anyone you talk to that attended them will attest to it. By the way, Terry is looking for some feedback from those at Z-Fest so please respond to him.

Events are winding down a bit but there are still ones to get involved with. You can go lapping at Mosport with OMSC, hit the dragstrip in St. Thomas for the 2nd of our 2 days there or wait for it, we are going to have another Tour of the North in the Fall on October 13. If you missed the first one, don't make the same mistake, come on out for a final fling with your Zed. The colours up north should be great.

As we look ahead to the year end, it's time for elections for the 2008 Executive Committee. Please think about putting your name on the ballot for one of the positions or we will even accept any volunteers willing to shadow one of the positions with the hope that you will find it rewarding & easy enough to stand as a nominee in the future. It is one way of getting new blood involved & more help on board.

Membership renewals for 2008 are all due starting in November this year so it will be a busy year end. Please submit your dues before the end of 2007 so we can prepare our budget and continue with event planning for the new year.

Cheers,

Howie Yoshida, Zedline Editor

Always asking, Always looking, Send me your stuff!

Contact me at 905-625-6621 or e-mail at howieyoshida@rogers.com



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Inside this issue, we thank the following contributors

Terry Weston, Pete Radoja
Philip Amshad, JP Matte, Erle Strauss
Eric Zondervan, Howie Yoshida

"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 Z-FEST at CHRISTIE LAKE CONSERVATION AREA

by Howie Yoshida

Z-Fest returned to Christie Lake Conservation Area for its second year running but on a Sunday instead of a Saturday. This was not our first choice but all the Saturdays in August were booked. As it turned out, Sunday was the better day. It rained all day Saturday but the weather on Sunday was warm and dry. Another change this year was the pledge made by Ontario Z-Car to donate a portion of the event proceeds to the Make-A-Wish Foundation of Toronto & Central Ontario. Their Mission Statement is to grant wishes to children, ages 3 through 17, with life-threatening illnesses to enrich the human experience with hope, strength and joy.

Arriving bright and early in the morning, (first Zed on site once again!) I started to stake out the parking rows for the



Early Sunday morning, let the work begin

car show. No more than fifteen minutes had passed and I was joined by my parking team--Brian Gracie, Bob Chwalyk and Steve Jonjev. Tom and Erle soon pulled in, towing a trailer with Erle's barbecue and all the food, drinks, ice and condiments for the refreshment area. Erle spent a lot of time shopping & organizing the food & drink stand. They also brought some coffee and doughnuts, donated at cost from the Country Style Donuts in Stoney Creek. Terry Weston, with his wife Sandra and their sons, Brett & Taylor and friend Jessie were right behind to off-load all their



AMS display booth showing the 350Z radiator prize



Sharon & Gerry Pancott with Bill Warren on BBQ duty

cargo and to set up the awards area, and the merchandise sales area. They all spent a lot of the day working at the BBQ. Jim Maw arrived with two more barbecues in tow, so we were sure of having lots of grilling space to serve up the burgers and hot dogs. Registration was soon set up and ably manned by Edward, Dave Whittaker, and Pete. Tom was hanging out at the entrance gate to collect the car show registration money and to greet everyone attending, car show entrant or not. To keep track of all the car show registrants, record the ballots and compile the votes, we used a PC & computerized the whole process. It worked quite slick, what a difference from last year.



Remember to patronize our sponsors

Wes Hore looked after our very successful raffle draw and the 50/50 cash prize of \$350 was won by Mike Yendzieski of ZCCR. Absolute Motor Specialties was our sole vendor with his stable of modified Z32's in the display area. Their President, Vuk Zivic generously donated two fabulous prizes to the raffle, a 350Z aluminum racing radiator and a set of adjustable upper control arms for a 300ZX. Mike Yendzieski was lucky enough to win the radiator too. Our own member, John Garbe, proprietor of Kaytoo Restaurant donated a weekend for two at Blue Mountain Resort complete with a round of golf for a lucky winner. Thanks to our continuing support from Sunoco, we also gave away 5 prizes of \$100 each in Sunoco Ultra 94 gas coupons. And what do you know, Mike Yendzieski kept adding to his prize pool by walking away with not one but two of the \$100



Here's Mike with the AMS radiator , how many more prizes do you want?

gas prizes. He must have been taking lessons from Bill Husar. Our partnership with Make-A-Wish resulted in a few more volunteers from their organization who assisted with registration and the BBQ. Our DJ Rockin' Robin was on hand, providing oldies music and announcing our many door prizes that were given away throughout the day.

Did you notice the giant trophies off to the side? Thanks to Howard Brodsky, a new award has been started, The Circle of Excellence Award. Each year, a trophy, donated by Howard will be awarded to a car that achieves this standard of excellence. The winner will be excluded from the regular judging at Z-Fest for a period of 2 years. The hope is to raise another level of pride in highlighting the vast Z heritage we all share. The initial winners were Terry Wes-



Inaugural winners of the Circle of Excellence Award



ton's 350Z and Howard's own 280Z. They will select next year's winner of the Circle of Excellence Award, a tough job indeed.



Anyone for 350Z's ?

Kind of getting the picture I'm trying to paint here? It takes a lot of volunteers and help from our sponsors to make this event a success. I've acknowledged some here but not all



Derek Yoshida & Dad recording the votes, goodbye to the old way, computers are a good thing, faster too!

of them for sure so please accept my regrets if you were missed. We can sure use more help again next year, all volunteers accepted with open arms.

When registration closed, we had 79 entrants for the car show with this year's breakdown as follows: 21 - 240Zs; 2 - 260Zs; 8 - 280Zs; 8 - 280ZXs; 13 - Z31s; 13 - Z32s; 12 - 350Zs; 2 - Non Zeds. Not every car there was registered for the show but they were still welcomed into the infield parking area and a count taken had over 113 cars present.

This year there were more non-member cars than member cars, not good for our premier event of the year. Special thanks to the Z Car Club of Rochester who once again came with 12 Zeds to add to the event. Last year they made off with over 6 award plaques but due to a few missed turns, the convoy arrived a bit late and unfortunately their Zeds were missed by some who had cast their votes earlier. We sure appreciate their efforts to come up and support Z-fest these past years.

For the record, OZC gratefully acknowledges the following sponsors and vendors that donated cash, prizes, goods and services to help make Z-Fest a great day:

- **Absolute Motor Specialties**
- **Nissan Canada**
- **Sunoco**
- **Brantford Nissan**
- **Kaytoo Restaurant & Bar**
- **Whitehead Performance**
- **Zeetoyz**
- **Fenwick Automotive Products**

With registration closed, recording of the votes was started with the data entry. We had a schedule for the day's proceeding and we made it as the plaques were handed out on time starting at 2:30 pm.

240Z Stock	Emerich Soos
240Z Modified	Jerry Barvinek
260Z All Models	J.W. Foster
280Z Stock	Brian Gracie
280Z Modified	Jason Anaka
280ZX Stock	Bob Chwalyk
280ZX Modified	Tony Matteucci
300ZX - Z31 Stock	Howard Martin
300ZX - Z31 Modified	Enzo Volpe
300ZX - Z32 Stock	Bogdan Kurek
300ZX - Z32 Modified	Frank Stancati
350Z Stock	Brian Gracie
350Z Modified	David Kaskie
Non -Z All Models	Bobby Kara
The People's Choice	Jerry Barvinek

Here are the 2007 Z-Fest class winners:



Our Prez Terry working the merchandise sales



Vince Santoro with the mike helping out Wes with prizes



Erle, Tom & Bobby Kara about to pack up after the long day



ZCCR RALLY WEEKEND

by **Howie Yoshida**

I remember when Erle returned from the Amazing Colours Fall Festival event put on by the Z Car Club of Rochester in October of 2006 and he mentioned that he wanted to organize a similar event for OZC members to visit the Finger Lakes area too. So we added it for July when the Executive Committee put together the 2007 event calendar. Erle started making some phone calls to look into potential places to eat, sleep and drink wine and was soon in touch with John Taddonio, the ZCCR President. Then John put Erle in touch with Kurt Thiel, another ZCCR stalwart who runs his own car service centre in Canandaigua, NY where the event was going to take place. A flurry of emails ensued and before you knew it, they had quite an itinerary planned. The number of participants kept going up, we eventually over 50 people committed, close to a 50-50 split from each club.

As the car rally was to start early Saturday morning in Canandaigua, most of the OZC contingent decided to travel down on the Friday afternoon. A convoy of about seven cars met outside of St. Catharines and travelled down together. My brother was accompanying me on this trip and just after we got on the QEW, we passed JP and his wife, Pat, with their 240Z parked on the roadside with the hood up. Unable to stop due to all the lanes of traffic, I later found out JP eventually got the Zed towed back home, transferred all of their stuff into his Mazda daily driver, hooked up with Nigel and Natalie and they all arrived late that evening.

For the earlier arrivals, Erle and John organized an ice-breaker reception where we were staying at the Econolodge Motel in Farmington, NY. Both clubs had an opportunity to meet and enjoy some finger foods. It was a good start for the weekend event.



Friday night reception at the Econolodge Motel

Bright and early Saturday morning, we all met at The Office Restaurant for the start of the car rally and the drivers' meeting. Kurt Thiel had organized and mapped out a route

that would take us from Canandaigua to historic Watkins Glen. We were blown away with the very detailed instructions he had painstakingly prepared. The navigator's hand-out was 16 pages long covering a route over 280 km long!



ABOVE: Sat morning Drivers' meeting at the Office

BELOW: Kurt "Listen up, read these easy instructions (only 16 pages) & you won't get lost!"



What a job it must have been to plot, drive, record and document the route. One look inside of Kurt's Zed and you could tell he was a rally enthusiast with his rally computer and all the gauges. Driving with our navigator/passenger, we set out at one minute intervals. The plan was to have JR Dewhirst lead out the rally and Kurt would bring up the rear, picking up the stragglers and lost cars. With over 20 cars, this was quite an undertaking.



The first formal stop was at the Heron Hill Winery for a wine-tasting session of various red and white vintages. Some took the time to make this their lunch stop.



ABOVE: Arriving at The Heron Hill Winery
BELOW: The wine tasting session



Enjoying lunch at the winery restaurant

The next leg of the rally took us into the Watkins Glen area and we actually drove on the original Formula 1 road course. This was quite the driving experience. This stop included lunch for the remainder, some local shopping and more wine tasting. The Watkins Glen International Raceway was closed for the weekend due to the local wine festival. No track time for us, too bad!

From Watkins Glen, it was another challenging run back to the Econolodge Motel. The roads were fun to drive, the scenery along the Finger Lakes was gorgeous. We saw some fabulous homes. The weather was just right--not too hot or humid--didn't miss the air-conditioning in the Zed.

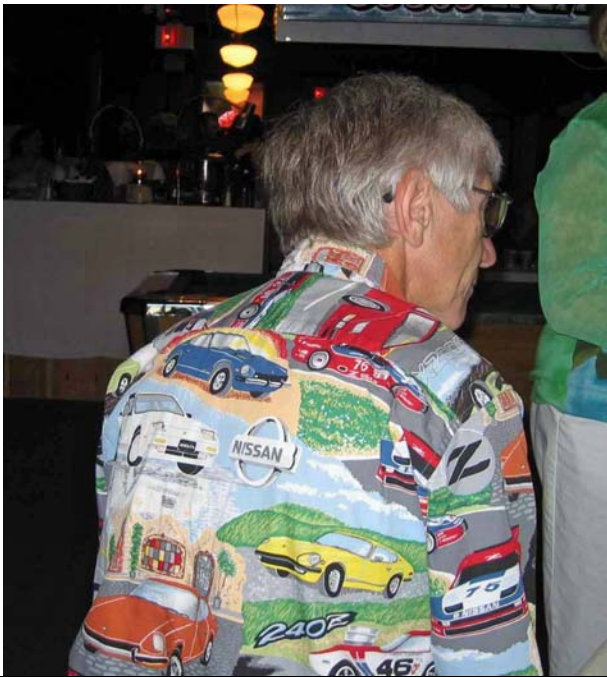


Driving around historic Watkins Glen



Dinner that night was organized by JR at the Lumberyard Grille. We had a room upstairs all to ourselves and a delicious buffet dinner.





Gotta love Frank's shirt!

Sunday morning was the day of the ZCCR Show 'n Shine at the Box Factory in Fairport, NY next to the Erie Canal. My brother and I headed over there early in the morning and went to the on-site restaurant for the buffet breakfast recommended. To my surprise, we were also the first Zed to arrive in the parking lot for the car show. Maybe that's why we drove right by the place the first time.



Big Mike welcomes the first Zed, all the way from Canada

We soon found Mike Yendrzski lining up the space for the soon-to-be-arriving Zed cars and we actually helped him set up the parking cones to reserve all the parking spaces. By mid-morning, there were about 30 cars spread out over the lot. For added entertainment, the local chapter of the Harley Davidson Club was out for a meeting at the same buffet restaurant, so there was lots of variety for the public to see, between motorcycles and Zed cars. Just after noon hour, departures started for the trek back home, north across the border.

In reflection, it was a spectacular weekend for the driving enthusiasts; Kurt's road rally was fantastic; the wives and friends on the trip had shopping opportunities galore; and



the wine tasting was very good. The wonderful hospitality shown by all the ZCCR members made for a memorable weekend.



Thanks to John, Kurt, JR, Mike and the ZCCR board for organizing such a great event; and to Erle for organizing and promoting participation on the OZC front. We all look forward to sharing more future events together.



Hey, anybody got Zeee time?

MONTHLY MEETING MINUTES — COME ON OUT & JOIN US

Ontario Z - Car Eastern Meeting Minutes

Wednesday July 4, 2007, 7:30 pm

OZC Executive Present: 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 12 members present and 6 Zeds. Although the weather was not very favourable, the Wednesday Night Cruise Night hosted by Antique and Classic Car Club of Canada, Rouge Valley Region and Route 66 Sports Bar and Grill took place as usual.

1. Shannonville Lapping Jul 7 with OMSC – Tom

The second of 3 lapping days that OZC is providing assistance to the Oshawa Motor Sport Club will take place on the upcoming weekend. Fewer members were expected for this one. The last lapping day will be at the Mosport DDT on Sept. 16.

2. Technical Info – Tom

Tom provided copies of 2 articles from Brake & Front End magazine, Brake Fade & Brake Fluid Testing, Bleeding & Flushing.

3. Zedline – Howie

Copies of the May/June Zedline, Issue #3 were back from the printers and provided to the members present. There was an incredible number of events the past 2 months and coverage was provided for most of them. Thank you to the many contributors, it makes the production of Zedline that much easier.

4. Treasurer's Report – Erle

The account was reasonably healthy with a balance of about \$4700. Zedline bills for the 3rd issue have to be paid but there were no other account payables for now. Erle indicated that he would prepare a written report for the next meeting.

5. Future Events

Members were reminded that the upcoming events are listed in the Zedline events calendar and on the OZC website. Due to the interest generated, there was a distinct possibility of running the Tour of the North again in the Fall when the colours are out and another Go-Kart event too. Details will be confirmed, in Zedline & the website events calendar.

6. Mail Box – Howie

Current newsletters received by OZC were provided for review by the members. They were Fast Lines from the Oshawa Motor Sport Club and the Gazette from the Z Car Club of Northern Virginia. These clubs are some that we exchange newsletters with.

7. 50/50 Draw – Wes Hore

Wes was back with the 50/50 draw tickets this month. The cash prize of \$27.50 was won by Gerry Pancott. Vince won a remote controlled 350Z car and Nigel picked up a metal model of a 300 Z32. Bobby won the car brush.

The next regularly scheduled Eastern meeting will be Wednesday August 1, 2007 at 7:30 pm, Route 66 Sports Bar & Grill, Eglinton Square Shopping Centre, Victoria Park & Eglinton.

Minutes recorded by Howie Yoshida.

Ontario Z - Car Western Meeting Minutes

Wednesday July 11, 2007, 7:30 pm

OZC Executive Present: Terry Weston President
Edward Burkhart Membership
Jim Maw Events
Howie Yoshida Newsletter

This month's Western meeting was held at Ernie's Roadhouse in Cambridge and was chaired by Terry Weston, President in Pete's absence. There were 15 members present and 5 Zeds. Wel-

come to Dan lafrate, a potential new member.

1. Finger Lakes Weekend with ZCCR – Terry

The next big event is the weekend getaway with the Z Car Club of Rochester on the Jul 20-22 weekend. There are 28 people including members and spouses confirmed from OZC and over 30 from ZCCR. Interest in this joint event has grown tremendously and it promises to be a great weekend. A convoy will be formed at the Fifty Road exit off the QEW for the drive down.

2. Z-Fest – Terry

Terry confirmed the requirement for a number of volunteers for a whole bunch of duties at Z-Fest. Please sign up or provide your name to him as soon as possible.

This year the Make-A-Wish Foundation will be the recipient of a portion of the proceeds from Z-fest. Support from this Foundation may come in the way of promotions, advertising and even volunteers to help out for the day.

A number of Z-Fest topics were brought up for member input as to "remain the same" or "changes to be made" this year. Car show fees would remain as last year and a donation from Nissan Canada was expected to help pay for the award plaques. Vendors would be invited back this year using a revised parking layout so they would not be so isolated from the cars. Voting format was discussed with options for voting for all classes or just the class your car was in. There was also a preference to delete all the advertising on the event t-shirts this year. Awards may also be for first place only, no second place plaques.

3. Zedline – Howie

Most of the Zedlines have already been put in the mail but some copies were held back and distributed to the members that usually attended the Western meetings. The past 2 month's events were numerous and coverage was provided for most of them.

4. Past Western Events

Pete had run a couple of events in June, the London Car Show and BBQ at his place afterwards and the cruise up to Grand Bend on Father's Day. There was no coverage in Zedline and a request for pictures and a write up was out there for anyone who attended these events. Send the info to Howie.

5. Executive Meeting – Terry

Terry scheduled an Executive meeting next week with the main focus on organizing Z-Fest. July 18 in Milton was tentatively decided. Howie will send out a notification to the Excom.

The next regularly scheduled Western meeting will be Wednesday August 8, 2007 at 7:30 pm, Alaskan Fish & Chips, London.

Minutes recorded by Howie Yoshida.

Ontario Z - Car Eastern Meeting Minutes

Wednesday August 1, 2007, 7:30 pm

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

The monthly Eastern meeting was held at Route 66 and was chaired by Tom Dickson, Eastern VP. There were 16 members present and 8 Zeds. Welcome extended to new member Bob Pahuta and his son Steve. Bob drives a grey 1971 240Z. Again this month, the Wednesday Night Cruise Night hosted by Antique and Classic Car Club of Canada, Rouge Valley Region and Route 66 Sports Bar and Grill took place.

1. Finger Lakes Tour

This was a fabulous event with the Z Car Club of Rochester. There were over 50 people in attendance from both clubs. The

event featured a fantastic car rally through the Finger Lakes & Watkins Glen area on Saturday and a show 'n shine on the Sunday by the Erie Canal. The weather was just right and a great time was had by all.

2. Treasurer's Report – Erle

Erle provided copies of the July 15 Treasurer's report. The club has met the membership revenue target set out in the budget which is a big relief. Advertising revenue for Zedline this year is currently at 50% of the target but more is hoped for later this year. All expenses are being closely monitored and staying within the budget so we should have a good year financially.

3. Peterborough Cruise August 18 – Tom

Tom was looking for interested people as he was still working to make this event happen. There were at least 6 members at the meeting who were interested in going so it appears to be a go. Details will be provided by Tom on the OZC forum.

4. Z-Fest August 26

Tom indicated planning is well underway with lots of hard work being done. Captains are in place for parking, BBQ, entry gate and 50/50 draw. We are still looking for people to head up the registration desk and the club table and merchandise sales. We have partnered with Make-A-Wish Toronto & Central Ontario who will be receiving a charitable donation from the Z-Fest proceeds.

5. Mail Box – Howie

This month's mail pick up included the July edition of the Gazette from the Z Car Club of Northern Virginia and a flyer for a car auction put on by RM Classic Cars. The auction takes place on September 15-16 in Whitby featuring over 400 cars representing almost every vintage era from 1917 to 1995.

6. New Business - JP

JP proposed a motion that we should recognize the efforts of a few individuals that have contributed a tremendous amount of time and energy over the years to help OZC continue to function, grow, run events and produce the newsletter. He proposed memberships be provided with no dues for a period of 2 years.

Three people were named, George Kolosowski, a past president, Manolo de Leon, past newsletter editor & publisher and Edward Burkhart, our longtime membership director, past newsletter editor and past webmaster. The motion was seconded and passed by a majority vote of the members present.

7. 50/50 Draw – Wes Hore

Wes conducted the 50/50 draw ticket this month. The cash prize of \$25.00 was won by Sherry, our regular server at Route 66. Car care prizes were also picked up by Erle, Vince Santoro, Bogdan Kurek and Bill Warren.

The next Eastern meeting will be replaced by our second Joint East-West meeting on Wednesday September 5, 2007, 7:30 pm at Montana's Cookhouse, Milton.

Minutes recorded by Howie Yoshida.

Ontario Z- Car Western Meeting Minutes

Wednesday August 8, 2007, London

11 members and 7 Zeds present

3 participants joined Tina's Ladies Night Out

1. Pete Radoja welcomed members to the August meeting.

2. Events - Aug 18 Peterborough Cruise – contact Tom Dickson.

- Aug 26 Zedfest – Volunteers needed, several members present mentioned that they had recently contacted the Executive.

There was also some discussion on the fact that Zedfest was associating itself with the Make-A-Wish foundation. In general most members felt that the association was a good thing. There was concern that the club should only donate a percentage of the profits from Zedfest and guarantee a lump sum. Pete Radoja stated that at the Executive meeting last July, it was discussed that only a percentage of the profits would be donated in return for volunteer help and other benefits.

- Sept 5 Joint E/W meeting at Montana's in Milton hosted by Eastern Chapter

- Sept 22 Drag Day #2 – Jim Maw stated that Drag Day #1 was good. The Z31's and Z32's were not very well represented. The dinner on the beach was a nice end to the day.

- Oct 1–5 National Convention 20th Anniversary in Dayton Florida. About 10 Zeds from our club will be making the migration south. Some wish to convoy down together while others would rather take their time and explore the way down.

3. Proposal from the East – a proposal was made by the East to "recognize a few individuals that have contributed a tremendous amount of time and energy over the years to help OZC."

After some general discussion, the following points came forward: A set of criteria should be established rather than a random selection process;

How does one measure the amount of effort;

Should the recognition occur during Zedfest;

Instead of a membership gratuity, possibly a plaque might be more permanent;

Who selects the individuals, how many individuals, who votes and how often does the club do this;

Invariably, some individuals are going to be overlooked;

How are the individuals that work behind the scenes going to feel if they are missed.

Based upon the above discussion, the West had a majority NO vote on the initial proposal.

4. Slide Presentation – Pete Radoja shared a one hour slide presentation on the activities that our club has organized this year. Many thanks to Howie Yoshida and Brian Gracie for contributing photos to the presentation.

Next Meeting – Montana's in Milton, 7:30 September 5, 2007. Bring your cars.

Minutes recorded by Pete Radoja.

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)



WHAT IS AND WHAT SHOULD NEVER BE

by Jean-Pierre (JP) Matte - 71 240 "wide"

On June 23rd a group of four Zeds were returning from the first half of Jim Maw's excellent annual Drag Event. In attendance were Manolo de Leon's 240 custom red menace, Howie Yoshida's maroon ZX autocross warrior, Nigel White's undercover high tech 240 Turbo (appropriately clad in white) and my newly widened and scooped white 240. After fuelling up and emerging from the beautiful rural farmlands where the drag strip was located, we hit the East-bound 401 in grand style. We were cruising in a loose stealth formation. Four in-line sixes in full song! A short time later, now that reliance on Manolo or Howie's navigation system was no longer necessary, I took the lead. Windows were down, ear plugs in, sky blue, orange sun going down. It was glorious. As an aside, I would like to make it perfectly clear that we were by no means the fastest vehicles out there. We were passed by many "civilian" vehicles that early evening. For the duration of the trip back home, I had been hearing a noise. An odd noise which stood out from the other familiar sounds. Upon arriving at home in the vast metropolis that is Pickering, I pulled into the garage and turned off the car. The odd noise was still there. It turns out that what I had been hearing was not coming from the car, but was instead the sound of thoughts bouncing around in my brain. Maybe those thoughts were trying to tell me something? Maybe those thoughts needed to be let out?

What initially sounded like one loud noise, turned out to be a symphonic arrangement of many little voices inside my head. I know what you are all thinking, "JP's hearing voices, time to get this boy into a rubber room". Relax, they weren't those kind of voices. It's just that in the midst of all the wind and engine noise, there was an eerie calm and silence. When there's an eerie calm and silence you start to think about things. **React to things you've heard or seen. Here a few of those thoughts:**

Street Racing Hysteria:

These days any kind of vehicular mishap occurring on our roads seemingly has police and politicians alike scrambling to place the blame squarely on "Street Racing". Never mind that the number of fatalities from "Street Racing" are nominal compared to the multitude of other ways people manage to get themselves killed while in a vehicle. At the rate they are going, soon they will be blaming "Global Warming" on Street Racing. Wait a minute, I think that they already have. I guess the important thing here is to be fully aware of our behaviour and the optics of our actions when out on the road, especially when multiple Zeds are present. I have seen editorial pieces encouraging drivers with cell phones to call police if they see anything resembling illegal behaviour. That would make for a large number of hostile eyes scanning our roads. When you consider the anti-car zealotry espoused by many people, what in their minds constitutes "illegal activity" covers a pretty broad spectrum. Even if we are behaving innocently, which like the majority of drivers, is most of the time, current legal parameters and

public perception would allow an officer with an "agenda" to make our lives very difficult. The Specialty Vehicle Association of Ontario is engaging in steps to get into discussions with the provincial government in order to have them see our side of things. I'll keep everyone posted if there are any significant developments. In the meantime keep abreast of the "legislation wars" by visiting <http://www.corskan.on.ca/svao/>. In the meantime, let's be careful out there.

Membership, the Zedline and Ontario Z-Car:

Our club currently has 168 members. At one time it has had over 220 members. We have also had less, down around 150. Membership is in a constant state of flux. It has always been this way and will always be. Lives change, cars are destroyed or sold. People move out of the province. I think that it is fair to say that in all my time in the club (since its inception in 1993) that I have met less than half of our membership. And you know what, that's ok. We are after all a province wide organization. The people who can come out to meetings or events do. Some might not care to, and some are no doubt too far away to make it possible. Regardless of the reason behind their not being there, they pay their yearly membership and are members in good standing. I attribute an equal value to everyone's membership, regardless of their level of involvement or participation in the club. Speaking only for myself, I have no desire to attend every event. Sometimes I cannot, and sometimes the event may not be of interest to me. I am very thankful that people step up and create these events as they do not happen on their own. It's great that others participate in them, and it is nice to have a choice. The club is in effect a reflection of our diverse society. We all have similar, yet differing interests, and some do more than others in terms of the running of that society, but all are equal in the eyes of the law. Regardless of their level of involvement, all members are important.

I have heard it said that the newsletter's future is online. I don't know that I agree with this. For a great many members, receiving their newsletter is all they that they require in order to fulfill their expectations as members. The club was built by people and the newsletter, that handful of sheets, is what holds it together. It is a tangible product that people can hold before them which is an affirmation that this club indeed exists. To relegate it to being electronic flotsam and jetsam, to be added to the load of items already choking a computer's hard drive, doesn't do it justice. I have a stack of all the newsletters that I have ever received from the club. I cannot begin to tell you how important that stack of history is to me. Should the house catch on fire, next to Pat and the Zed, it would be one of the first things I would try and retrieve.

The club, through its events and meetings, provides an opportunity for members to take part in life experiences which in turn are added to their collection of memories. The Zedline is a material record of those experiences. It can be stacked, shared, filed, gather dust, or be put away for examination at a later date. The very fact that it exists, and

not only in a virtual sense, only enhances its value. At its zenith, the Zedline, in glorious full colour, looked like a magazine you might purchase on a magazine rack in a store. It was a magazine that the club could ill afford, but one that Manolo de Leon made possible by personally subsidizing it out of his own pocket. Manolo is an excellent graphic designer who owns his own 4 colour printing business. That he also took over the assembly and publication of it when the newsletter team handling it at the time collapsed, is something the club and its members are forever indebted to him for. Without Manolo's efforts, there would have been, and quite likely would be, no Zedline. From the club's inception many have contributed to keeping the newsletter alive: Scott Taras & Sean Williamson in the beginning, Brad Guinn, George Kolosowski and me, John Forget, Edward Burkhardt, Tom Malone - Howard Brodsky - Michael Sherwood and lastly Manolo de Leon. Most recently Howie Yoshida has taken the helm.

Howie deserves some serious recognition. He took over the newsletter from an exhausted Manolo and returned it to a black and white format which is significantly more economical than full colour. In doing so, he has put out a great publication at a reasonable cost. Even so, our black and white newsletter is light years ahead of most other club's publications. Full colour is great, but colour is only pigmentation, an enhancement of the Zedline's visual presentation. The true value of the newsletter, any newsletter, is to be found in the words on its pages. These words reflect the thoughts and ideals of the members who submit the articles. These ideas are propagated throughout the club. Does it lead to any significant societal change? In a word, No! But at the very least you know what is going on, and if pictures are provided, what it looked like. I have also heard it said that people opposed to an online newsletter are against change for its own sake. That they need to get with it and embrace technology. To this I also emphatically say No! People who oppose a strictly online newsletter may simply prefer to have the real physical item in their hands. Their opinion needs to be respected and not dismissed out of hand. They pay their membership and have something to show for it. The practicality of having a physical newsletter that you can pick up and leaf through on a whim, without logging onto a computer, is invaluable. I don't know about the rest of you, but I am glued to a computer all week at work and I wouldn't be too fond of having to deal with a computer in order to access my newsletter. If a portion of the membership preferred having their newsletter sent to them electronically, so that they can view it online or put a dent into an ink cartridge printing it out, that's fine. That selfless act would in effect save the club some money.

While on the topic of money, I should point out that our club was formed as a Non Profit organization. We are not supposed to have coffers stuffed with money. That is not the club's mandate. And if we did have coffers jammed with money, what would we do with it? Subsidize events that only a small portion of the membership would attend? That hardly seems fair. Give it to a charity? Not that there is anything wrong with that, but I am confident that many members already contribute to causes they believe in on an individual basis. If the club wanted to pursue charitable

contributions, it could ask members to give money on an individual basis, and this money could be donated to a charity on the club's behalf. At the last Eastern meeting, Erle Strauss, our hard working treasurer who has brought a sense of consistency and logic to the club's financial affairs, stated that we are in sound financial shape. We are solvent! After going through a bit of a rough financial patch a few years ago, there is now no financial crisis on the club's horizon.

Ontario Z-Car is a car club, nothing more, nothing less. And the Zedline is more than just the club's newsletter, it is a tradition. It should not be seen as a financial burden as it is a significant part of what this club is. Not to overstate the point, but the erosion of traditions, or their relegation into insignificance, are often the early symptoms of a civilization or of an organization in decline. I sincerely hope that this is not our fate.

A few times in the club's history I have heard the words "Bigger and Better" uttered. Usually in reference to what we are currently doing and what it is we need to do in the future. I think that it is important to consider that quite often "Bigger" is often just that, bigger, and it is most definitely not always better. Please understand that I am not advocating a state of regression or a Z-Car Dark Age, rather I am trying to point out that we as a club have been around since 1993 and from the beginning we have evolved and devolved and continue to do so. Our single greatest achievement may not be what we have done or are contemplating doing, rather it is that we are still here. Moreover, the very fact that we are still here would indicate that we are doing something right.

Recently we have begun working with other clubs. This has brought many interesting new dimensions and activities into our club's scope. This is a good thing. But I would issue a word of caution here. While it is good to be involved with other clubs with a view to the benefits for all participants, we need to remember who we are and what our differences are with those clubs. We need to ensure that our own identity is not compromised in the pursuit of relations with other groups. We are Ontario Z-Car and we ought to be proud of that. We need to be focused on who we are in order to ensure we don't sell our club's soul for some perceived short term gains.

In the mid Nineties I had proposed a slogan to be printed on club shirts. It was, as I had mentioned in a previous article, "Brotherhood of the Damned". I still think it's relevant, especially in light of what is going on with the "Street Racing" nonsense, and some of the scary happenings on the global front, but it is still a bit dark for mainstream consumption. Regardless, I would like to state that the current state of the "Brotherhood" (sisters included) is good, due largely to the members within it. And so long as individuals rise to the challenge and contribute to the club, even if only by being a member, our future is secure. If you listen closely, you like myself may also hear little voices in your heads. If you do, pay attention. They may be urging you to contribute. And if they are, please heed those voices. This club, and the people you meet in it are truly wonderful. Long live the Brotherhood! Long live Ontario Z-Car!

P.S. I promise to avoid moments of "eerie calm and silence" for the foreseeable future.

PROJECT DATSUN 240Z - PART 15 - A SIMPLE TRANS-ACTION!

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.

by Philip Amshad

One of the weakest links in the 240Z driveline has to be the stock wide ratio 4-speed transmission. The ratios include a 3.55 – 1st, 2.20 – 2nd, 1.42 – 3rd and a 1.00 – 4th. The ultra-low first gear, combined with the 3.36 final drive makes this package completely unsuitable for track use. Using this set of ratios, a 22" tall tire and a 6500 rpm shift point would produce 37 MPH in 1st, 63 in 2nd, 97 in 3rd and 122 in 4th at 5800 rpm. Referring back to the SCCA General Competition Rules, GT2 Authorized Modifications F4-e-11 state that "any readily available transmission having a functional reverse, and no more than five (5) forward speeds may be used, providing the location is the same as the production automobile. Any shift linkage may be used. Sequential shifting transmissions are permitted with a 50 lb. weight penalty (now revised). Air, hydraulic or electric actuation of the gearshift is not allowed".

With this criteria set, the search for a readily available (read cheap), modifiable 5-speed transmission began. Datsun Competition did produce a 5-speed "comp box" for use in their 280Z Racing Program in the US; however, the inter-

were identical to the current World Class 5-speed transmission that was used in production in some F-Body Mustangs from 1985-1993.

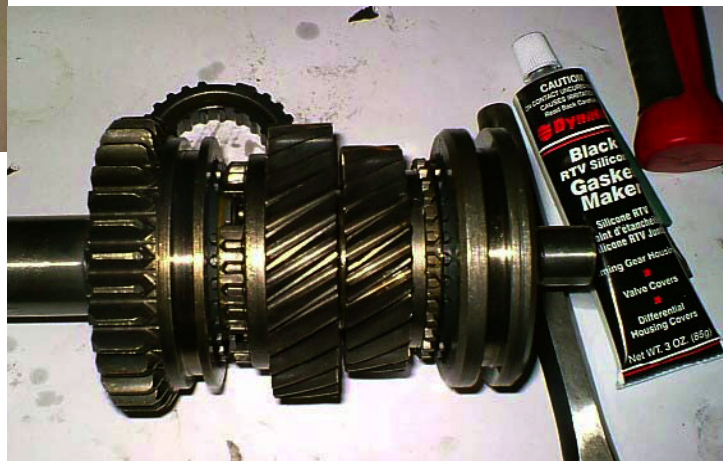
What differentiates a World Class from a Non-World Class is the use of needle bearings between the gears and the main shaft, instead of bronze bushings. The World Class unit will handle significantly more torque over the NWC, and aftermarket gear sets are available in a variety of ratios.

After securing a WC-T5, the search began for a "road race" set of replacement gears. Given the Mustang's platform, most of the gears in production are geared towards the drag racer. I managed to locate one supplier that made three different gear sets, in helical, or straight cut, and in syncro, or dog engagement. The only draw back was the \$4000.00 US price. After an exhaustive search, a factory style set of alternate ratio gears was found. The gear set shown in the picture includes a new input shaft, cluster shaft, 2nd through 4th gear, and a revised 5th gear set. What makes this gear set stronger than factory is first the material, and it's heat treatment, and second is the helix, or cut of the gear teeth. When two helical gears are in mesh, and torque is applied, the gears want to naturally walk away from each other. Thrust washers between the gears, and ribbing inside the transmission case help to contain this "side thrust". However, excessive torque, (if there is such a thing), and wheel tramp can break teeth, or crack casings.

A good example of the difference in helix can be found in the picture of the stock, and new 5th gear set. This shallow helix will reduce side loading by 50%, but it also increases gear train whine by almost the same amount. Although difficult to see from the pictures, all the gears feature a shallower helix than stock. This gear set is also capable of transmitting 400 ft lb, but the case will only support around

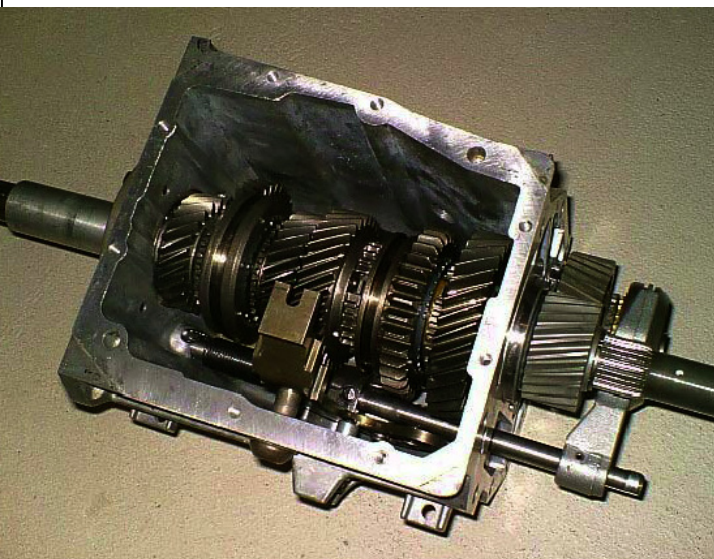


nals and the case are only based on the production parts. Basically, in order to build a comp box, you need to start with one. Two years ago when this search began, I was quoted \$12,500 US with all new internals, and any set of ratios I wanted. After picking myself up off the floor and hanging up the phone, I remembered that there was one more option I had not explored. For the 1982-83-model year, Datsun released the 280ZX Turbo 5-Speed. This one-year only production utilized a removable bellhousing that mated the L-Series engine to a more or less "off the shelf" Borg-Warner Non-World Class T5 transmission. Although this version was machined to use metric sized fasteners and internals, the physical dimensions of the case



Revised ratios permit a maximum speed of 53 mph in 1st, 80 in 2nd, 116 in 3rd, 156 in 4th and 175 in 5th

330 ft lb, which falls right into my engine's projected power output of 300 ft lb. For the record, the revised ratios are: 2.95 1st, 1.95 2nd, 1.34 3rd, 1.00 4th, and 0.90-5th. With a 3.90 final drive, 24" tall tire, and an 8500-rpm shift point, the maximum speed in each gear will be 53 mph in 1st, 80 in 2nd, 116 in 3rd, 156 in 4th, and 175 in 5th. For those of you that like to crunch even more numbers the rpm drop to each successive gear is 5619 rpm from 1st to 2nd, 5841 in 3rd, 6343 in 4th, and 7675 in 5th. You may have noticed that each successive gear drops the rpm's higher in the power band. This is because as road speed increases, available torque decreases. Moving the drop point up allows the engine to fall within its peak HP range. That in-



tended power band for this engine will be 4500-8500 rpm, with the redline set at 9000 rpm.

With the transmission built, it was time to start looking for a bellhousing. As stated earlier, this bellhousing was specific to the 280ZX model only, and it had to be a turbo with a 5 speed. Datsun no longer has the bellhousing available new, and finding an owner that is willing to part with one is like finding hen's teeth. I managed to find one locally, and after paying what seemed like an exorbitant amount of money, I was surprised to find that the "metric" machined bellhousing did not quite fit the SAE transmission. A quick pass on the lathe, mill, and drill press remedied the problem.



Manufactured brass shifter bushing (on left) replaced existing plastic one (right) prone to failure

Another weak link in this transmission is the plastic shifter bushing that locates the shifter pivot. This wears with every shift and generally fails at an inopportune time making gear selection difficult, if not impossible. I therefore decided to machine one from brass. Using brass, I was able to reduce the tolerances from the factory part, and with a little synthetic grease, it should never wear out.

With the transmission and engine mocked up in the chassis, it was time to set the height and placement of the shifter. Metals + was able to provide me with a piece of pure Teflon for the shifter ball, and a length of 304 stainless round bar stock, 0.750" dia for the handle. Teflon was chosen for the shift knob, as it is stable up to 500F. Since transmission temperatures can climb above 160F, the Teflon should limit the transmission of heat to the driver's hand. The last step will be to fabricate the transmission mount. The chassis also needs to be notched for the engine mounts which will bring the assembled engine and transmission 1.50" forward, and 1.00" lower than it sits in the picture.



I hope that you have enjoyed this instalment of the project. Next month we will look at the steps involved in turning a production cylinder head into a "race head". So until next time, **keep your car and yourself safe, and we'll see you at the track.**

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MORE LAPPING WITH OMSC at SHANNONVILLE

by Howie Yoshida

July 7th was the second of three lapping/driver development days that Ontario Z-Car is working with the Oshawa Motor Sport Club (OMSC) to gain some experience for our members in organizing and running a track day. What a difference it was weather wise from the first OMSC track day at Mosport in April. This one was sunny, warm but not too hot with dry conditions on the track, a great day actually. There were four of us that showed up to lend a hand. We started work in the registration area to get all the drivers signed up, processed and banded after each one signed all the waivers. The drivers' meeting was well attended with over 30 present to start the day.



The workers, all OZC Executives, Howie, Erle, Eric, Tom

Shannonville can be a bit of a drive out East but it is a large facility, able to accommodate lots of cars with a number of different configurations. There were two run groups, split up into the driving school students and the lappers. Each group ran separately on different track set ups for the morning session, switched over after lunch and then ran together as one group on the entire track to end the day. There never seems to be any shortage of seat time for any of the OMSC events, with less people running as the day wears on. We had a chance to run in the last session of the day so it wasn't all work that day.

During our marshalling stint, Tom and I had some excite-



Hiding behind the safety barrier at our marshalling station



Here's Lewis burning up the track

ment thanks to Lewis Brody who is a regular at these track events. Lewis spun his 280ZX off at our corner and fire was coming out from under the car. Tom grabbed the fire extinguisher, ran out and was about to douse the fire when Lewis frantically waved him off. It was the gas that ran into the hot exhaust system after his spin out that was burning. No need to mess up my car according to Lewis!



Peter Jackson relieving Philip at the starting gate

The last lapping day with OMSC is back at the Mosport DDT on Sunday September 16th. We encourage you to come out and lend a hand again or sign up for the lapping. The cost for OZC members will be discounted to the OMSC member rate of \$150. OMSC will also be running a school for novices at \$250. Please check out our event calendar for further details and sign up forms.



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

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

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 13 - **NEW ENTRY - Autumn Tour of the North...** Here we go again! Details on the event flyer on the website.

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

LET'S GO LAPPING WITH OMSC ON SUNDAY SEPT 16!

This could be your last chance to go lapping this year. Come out and join us for another lapping day with the Oshawa Motorsport Club at the Mosport Driver Development Track on Sunday September 16. Cost to OZC members is the same as OMSC members, \$150 for the day. Download the registration forms available from our website events calendar and send it in with your payment.

Don't want to go lapping? Why not come out to the track anyway and volunteer to help out with some of the event duties. Pick up some good experience so OZC can draw from our own talent pool and consider organizing our own lapping days in the future.



2007 MEMBERSHIP FORM (valid from Jul 2007)

☐ 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 ☐

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Classification: ☐ Stock ☐ Modified ☐ Race

Interests : _____

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LONDON CAR SHOW & BARBEQUE

by Pete Radoja

A few days leading up to June 14th, I was swamped by last minute phone calls and emails confirming members attendance for the upcoming Show and Shine at the Westmount Mall in London. I scrambled to the Mall in advance with several lawn chairs that were used to reserve spaces for the cars that were coming. A quick look at the cloudless sky alleviated my anxiety about the weather because in each of the two previous years, we were plagued by unpredicted thunderstorms.



Welcome to Pete & Sue's back yard BBQ

Soon after my arrival at the Mall, Zeds of all vintages and modifications started to flood the show. I honestly lost count of how many Zeds showed up. We even had a Z32 Fair Lady show up. The unofficial total was around 20 cars. Several that were at the Mall couldn't come for dinner and a few others showed up at my home instead of the Mall. The line of Zeds obviously impressed the spectators that were viewing the cars and even a few of the guys that were showing their vintage Fords and Chevrolets came



The Burkhart's arrive in style

over to check us out.

After the show at the mall, Zeds flooded my street. The drinks were cold and the barbeque was loaded with burgers and sausages

cooked up by Greg Dougal and Loui Polito. The evening included the "Ladies Night Out" event with the car show so many spouses were in attendance too. We had about 35 people in our back yard. The last members left around 10:30 pm and Sue and I finished a successful Zed evening with a glass of wine.



Greg at the grill with customers waiting



Zeds up and down the block on Farnham Cres.

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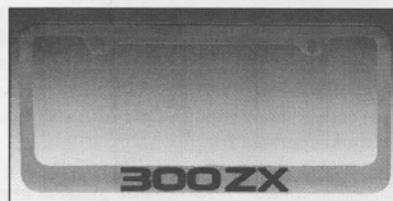
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