

ISSUE #5 SEPT/OCT 2007

Bi-Monthly Publication



ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993

And THE WINNERS ARE



*At Z-Fest 2007....
The Husband
& Wife
Team of Brian &
Karen Gracie*



*At The Spring & Fall Drag Meet at
St. Thomas Dragway
The Class Trophy Recipients*

*At the 2007 ZCCA Convention
Laverne Burkhart, First Place in
The Ultimate Z-Challenge*

Congratulations to All of You!!!



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

Prez Sez ...



I must say that this has been a banner year for the club. We have managed to get many of the issues that we spoke about a year ago in order and can look forward to a great year in 2008. This month, I would like to speak about some items that need to be addressed as the year closes.

Some of the club members made the journey down to the 2007 ZCCA convention in Daytona, Florida, enjoying the great weather passing through many states. As soon as we hit Florida however, the sun went away and clouds and rain greeted us. That didn't stop us from having a great time, enjoying the numerous events, like having the opportunity to drive the apron at the Daytona Speedway, what a blast! Meeting many old friends and making new ones made this convention a successful one for me.

I have to let everyone know that there was a tragic event that happened at the convention when one of the Carolina Z members had a son drown in the ocean. Needless to say, this was a tragic event and very difficult to cope with as how can anyone deal with losing a family member. The ZCCA had announced that they would be starting a trust fund in memory of this young individual, so I would like to send a donation on behalf of the Club. Once I get the details, we will be making a contribution.

On a lighter note, some of our members enjoyed great success at the convention. Laverne Burkhart took first place in the Ultimate Z Challenge, comprised of 3 track events, Brian Gracie won second place in the People's Choice and Petar Radoja took second place in the Daily Driver category, judged by ZCCA. The convention was a well attended event and I sure am looking forward to next one in Cleveland in the Fall of 2008.

The major issue facing us now is the upcoming election for the 2008 club Executive Committee. Nominations are open and as everybody knows, this requires volunteers who might want to help out in any of the positions. As I write this, there is likely to be 2 spots open, Western VP and President. I have held this presidency for 2 years and have enjoyed the experience immensely, but I think it is time for someone else to take on the mantle.

We hope that at the November Eastern meeting, we can find the people who are willing to step forward and take on these tasks at hand. Western elections may be delayed until the December meeting. I truly believe with the current Executive, anyone that steps in will have a great deal of fun and enjoy success.

Pete has cancelled the Western November meeting due to the addition of the year end social dinner we are having at the Mandarin buffet restaurant in Kitchener on Saturday November 24. I sure hope to see lots of members, both East & West at the dinner this year. Details are in the event calendar inside. Come on out & make this event!

Also at the last joint E/W meeting, there was some discussion of giving back to the members, such as paying for food at certain events or waving admission to Z-Fest. These are ideas that were proposed by some of the members. If you care to pass on any other ideas, please let any of the Executive know.

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:

Mike Adcock Howie MacDonald John Toles

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,



2007 OZC EXECUTIVES

President & Merchandise Director:

Terry Weston

905-388-5041, Hamilton
taw@mountaincable.net

Eastern VP:

Tom Dickson

905-623-9188, Bowmanville
zeeker260@hotmail.com

Western VP:

Petar Radoja

London
radojap@hotmail.com

Events Director:

Jim Maw

519-576-6762, Kitchener
alfa@golden.net

Membership Director:

Edward Burkhart

519-648-3915, Breslau
edz240@rogers.com

Treasurer:

Erle Strauss

416-402-5533, Thornhill
estrauss3@rogers.com

Webmaster:

Eric Zondervan

416-424-2658, Toronto
zedfoot@rogers.com

Newsletter Editor:

Howie Yoshida

905-625-6621, Mississauga
howieyoshida@rogers.com

Mailing Address:

Ontario Z-Car Owners Association
3044 Bloor St. West, Box 503
Toronto, Ontario M8X 2Y8

CASC Affiliated



From The Driver's Seat

So if you didn't take my advice and come out to participate in the remaining road events, you're too late now. Read about the lapping day with OMSC at Mosport and the Fall Tour of the North in the next issue. You can still enjoy the remaining social events on our calendar though. It has been awhile but we are having a dinner social on Sat. Nov 24 at the Mandarin Buffet Restaurant in Kitchener, details inside. Thanks Pete for organizing this.

The ZCCA convention held at Daytona Beach, Florida is over. Read on for some great coverage, thanks to those who were there and submitted an article for Zedline. Unbelievable, there was too much to print, more in the next issue. OZC members brought home their share of the awards too!

And now for the usual pleas. There will be vacancies on the 2008 Executive and it would be great if we could field a full slate for all positions. Why not step forward and lend a hand? Don't let the 2008 membership renewal form inserted in your Zedline fall to the floor and go missing. Renew now and take advantage of the discount we are offering.

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



INSIDE ZEDLINE

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Inside this issue, we thank the following contributors

Terry Weston, Pete Radoja, Tom Dickson
Jim Maw, Philip Amshad, Erle Strauss, Edward Burkhart
Laverne Burkhart, 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"

PART 2 - THE 2007 Z-FEST WINNERS

With sincere thanks to all the members and friends that came out and supported Z-Fest this year, we are pleased to announce that the sum of \$1500 has been donated from the Z-Fest proceeds to Make-A-Wish Toronto & Central Ontario. We received the following note of appreciation from Hema Ramsingh, Manager of Special Events.

"Make-A-Wish® Toronto & Central Ontario Canada is part of the largest not-for-profit wish granting organizations in the world, with 8 chapters plus a National Office in Canada, and 32 international affiliates on five continents. With a volunteer Board of Directors, a staff of eight, and many wonderful volunteers, we work hard to make dreams come true for all of our wish children.

We grant wishes to create hope and happiness for children with life-threatening illnesses throughout Toronto & Central Ontario.

Your donation will help us grant the wish of a very special child such as Gage, age 4. Gage's wish was to go on an airplane to Florida and Disney World. He wanted to feed the alligators and see the ocean. The money you raised will ensure that another child has their wish granted just like Gage.

Thank you for Believing in the Magic of Wishes!

Kind Regards,

Hema"



Tom Dickson, Eastern VP & Erle Strauss, Treasurer presenting the OZC cheque to Hema Ramsingh

And here are some of the 2007 Z-Fest class Winners and their Zeds.....



Bob Chwalyk 280ZX Stock



Bobby Kara Non Z All Models



Emerich Soos 240Z Stock



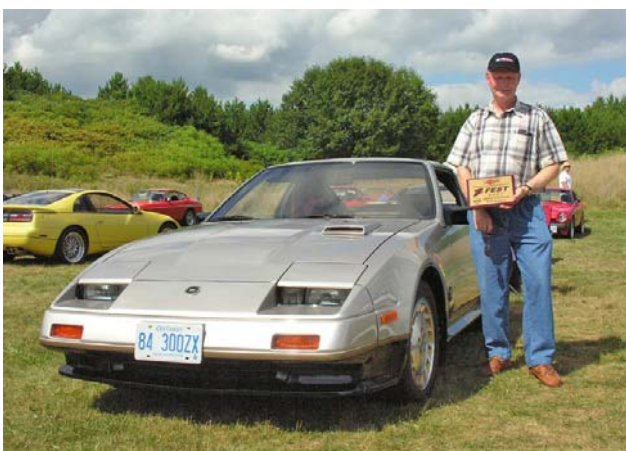
Bogdan Kurek 300ZX-Z32 Stock



Brian Gracie 350Z Stock



Karen Gracie 280Z Stock



Howard Martin 300ZX-Z31 Stock



Frank Stancati 300ZX-Z32 Modified



J.W. Foster 260Z All Models



Enzo Volpe 300ZX-Z31 Modified

PART 2 - THE 2007 Z-FEST WINNERS continued ...



Double Winner - Jerry Barvinek 240Z Modified & The People's Choice



Tony Matteucci 280ZX Modified

The Really Big Winner, Big Mike Yendreski of ZCCR

List as follows: \$350 cash draw, 350Z aluminum racing radiator, two \$100 Sunoco Ultra 94 gas coupons, wine bottles

2007 ZCCA CONVENTION at DAYTONA BEACH, Oct. 1- 5

A number of OZC members and their spouses/families made the pilgrimage down to Daytona Beach, Florida to participate in the 2007 ZCCA Convention. They kept some notes, took some pictures and were kind enough to share their stories and impressions with us. Here are a few re-caps, there may be more coming in the next issue of Zedline. Enjoy!

The Editor

By Pete Radoja

Before I set off for the national convention in Daytona, Howie asked me to write a "short" description about my pilgrimage to Florida upon my return. The key word that Howie used was "short" since others on the trip would also be contributing. This was virtually an impossible task. There were so many things running through my head during the drive down, while in Dayton and on the return drive. My Zed provided me with the opportunity to experience many interesting activities that would require volumes to describe properly.

For example, while driving through the Smoky Mountains of West Virginia, I was thrilled by the run through the Appalachian Mountains and through the tunnels chasing Terry Weston's hot supercharged 350Z. I recalled the time when Mike Lambert exclaimed how beautiful the region was and that I really must see it for myself. I also wondered about the ancient geologic tectonic events that created these spectacular mountains millions of years ago and about John Denver crooning about Mountain Mamas and West Virginia. I could write a book on this paragraph alone.

Then I could discuss the merits and problems of riding in a convoy with three other Zeds. Sue and I drove to Florida with JP Matte (Pat flew down), Terry and Sandra Weston and Erle Strauss. There was comfort in driving with fellow OZC members. Terry kindly looked after all the planning and booking of the hotels. Both Terry and Erle used their GPS units to navigate our convoy to our destination. I didn't even bring a map which is rare for me since I have a degree in geography and have taken cartography courses.

I could write a whole article about GPS navigation and the benefits and problems associated with this technology. Even though each instrument gave slightly different readings and data, we arrived in Daytona in good time.



We met the Gracies in Savannah Georgia and they highly recommended that we take in the covered coach tour of the city. This proved to be an excellent suggestion. Our cars turned many heads while driving through the historic city early on a sunny Sunday morning. The young fellows at the tour station were enthused to take our photographs and look after our "really cool cars". Even though the tour was scheduled for a full day and we only participated in about two hours of it, we still learned a great deal about the development and history of Savannah. There are quadrangle parks everywhere, originally designed as encampment areas for civil war soldiers. The beautiful old buildings, some of them constructed as pre-fab Sears buildings were interesting architectural anomalies. Some of the homes were painted in very specific colours to ward off voodoo spirits indicating the influence of the slave era culture. The graveyard was of particular interest to me because of its historical significance but unfortunately, I didn't have time to walk through it. The flora in the area included magnificent plants such as old Savannah oaks (700 years old) and beautiful magnolias. Intricate wrought iron gates, posts and downspouts adorned gardens, parks and homes. The harbour region had many shops and restaurants – too many for us to indulge in with so little time – Daytona was on our minds.



On the grid at Daytona International Speedway



As we approached our final destination, I could taste the salty air and my pulse began to quicken. I cringed when I saw that beach sand was literally drifting across the roads

and splattering our perfect wax jobs. I knew that I would have to deal with the impregnated salt and sand later. Our hotel was situated right on the beach and was first class. Sue and I visited this hotel about 12 years ago and it was another reason for our return visit to Daytona Beach. The sound of our cars in the portico caused the valet attendants to jump to attention and approach our machines. They were all keen to attend to our cars as they had never seen these vehicles before this convention (because they were so young). They indicated that a few others had already arrived ahead of us and were parked underground. One has to think about this because our hotel was at sea level – hmmm. My 23 year old Zed made it to the 20th International ZCCA Convention in Daytona and I was pleased.

After checking into the hotel and appreciating our spectacular ocean view from our room, Sue and I headed down to Mad Mike's pre-convention party on the beach. I met Mad Mike 10 years ago and even though he has changed physically, he is still the same gregarious personality. He bashed and joked about Canadians but in reality, he loved us to bits. He showed up everywhere we were. His party on the beach was a great stress release with lots of food, drink and impeccable southern hospitality. Zeds were situated around the dining tables and the Florida convention folks worked very hard to attend to everybody's needs. After the long drive, I started to decompress.

I woke up early on Monday morning so that I could get to the Daytona International Speedway first. What a thrill to be able to drive through the infield of the Daytona International Speedway. The history of the track and the stands around the infield overwhelmed the senses. I was quite surprised when I saw that there were already about 60 cars there before me all with the same idea.

After hours of cleaning my car, the announcer called us to stage our cars to prepare to go on the track. Many Zeds lined up in anticipation of being able to participate in a "warm lapping event" which was a very controlled moderately fast double run of the world famous speedway. I was amazed at the steepness of the embankments in the corners and thought that those NASCAR vehicles must be flying to stay glued to the sides. On one part of the track, my car tilted so much that I wished that I had locked my doors before starting out. Sue took lots of photographs and video footage of our thrilling laps around the track. I could write so much more about the track and the cars being



The Daytona wall, need I say more?

prepped on the infield but I feel limited by space constraints. I guess I will just have to save the rest of it for a monthly club meeting. Sue and I returned to our hotel and relaxed with a drink on our partial balcony while watching the easterly winds churn the ocean below us. My car was clean, covered and going to sleep over at the speedway that night – so cool.

The next day was the judging event. A terrible storm blew through with gale force winds and tornado warnings. I envisioned hundreds of Zeds being demolished by these cyclonic forces. Fortunately, there was no damage but we had to clean our cars many times before the judging. I have never participated in a judged event before and found the whole process interesting. It was good to have Edward Burkhart and Brian Gracie there to help me out. Karen Gracie and Sandra Weston provided lots of moral support and boosted my confidence. My wife Sue was a tremendous help in getting my car ready by paying attention to the finer details. I learned a great deal about how hard it is to prep a car for a show, especially after a 2000 km drive.



The gang from Ontario Z-Car

The weather cleared up on Wednesday and allowed some other track events to continue. Sue and I took the day off and ran up to Jacksonville to do some shopping. The unbelievable heat finally got to my car while driving around in Jacksonville. We overheated spewing radiator fluid all over the place. I limped back to Daytona and simply mentioned my problem to JP. I was amazed at the response. The Gracies had a mechanic come over and give some solutions. JP wanted to get his tools out and fix the problem right away. Laverne and Edward Burkhart posed several possible solutions and Brian Gracie said that he would drive his Zed home and I could use his trailer to get my car back. I was humbled by all the help my fellow Zed friends were offering. Since I didn't want to bother my friends on vacation, I topped off my fluid and slowly drove to a Nissan dealership. The diagnosis was that I was low on fluid (from previous poor service work) and that I had a vapour lock. With the problem solved, I got back in time to participate in the Daytona Z-week Street party. We found some interesting bars and had a good dinner.

I had been watching the tide cycles all week and figured

that the Zed beach cruise that was scheduled for the convention was planned during high tide. Combine this with strong winds and storm surges, I figured that the evening beach cruise would be literally washed out. I took advantage of the low tide period at noon and calm winds and drove on the beach (in a legal area) on my own. I took some great photos and chased some seagulls with my car and then relaxed around the pool. I must say that I now understand why Canadians come home in the summer. Florida is unbelievably hot and incredibly humid. After only about 2 hours on the beach I was fried to a crisp (even with my Mediterranean skin).

The final banquet was an interesting affair. I was impressed by the number of delegates from Japan. Presidents of Toyo tires and Yokohama tires were present. The designer of the Nismo 350Z and the president of Nissan America were also present plus many more. It was quite a showing of support for the Zed car and the convention. I was very impressed. After the dinner and obligatory speeches and thanks, an auction of various Zed materials followed. The final item to be auctioned was a spectacular Nismo 350Z (none available in Canada) serial number 001. There was an incredible amount of special documentation and signatures that went along with this special car. To my surprise, Laverne and Jane Burkhart jumped into the bidding war. The bidding ended with Laverne losing at I think around \$50,000. The Canadian contingency didn't lose everything though. Laverne Burkhart earned first place in the Ultimate Z Challenge, Edward Burkhart placed a respectable seventh, Brian Gracie claimed second place in the People's Choice award, and Pete Radoja placed second in the judged Daily Driver category. Cheers went up in the ballroom each time a fellow Canadian won. I could write so much more but will probably have to save it for a monthly meeting instead.

Next year's convention is in Cleveland Ohio and I am already planning for it. From all the promotion I have heard about the event, it will be one you should not miss.

Zee you there.



Pete & Sue & their 300ZX, 2nd place Daily Driver category

By Laverne Burkhart

What is Florida known for? ... After everyone tells their version of a week of "Z"-adrenalin, you should be well informed. From my perspective as an Ultimate Z-Challenge competitor, show judge and "Family man" it was jam packed with activity and almost exhausting. Imagine after 2 days of driving, Florida welcomed us with rain within a ½ mile of the state line. It was warm and humid to boot!

Monday - Day 1 Cleanup day for all cars entered in the various show categories. Daytona International Speedway (DIS) is a great facility where we could leave our cars for the next three days. It brought back fond memories of the race days -12 hour Champion Spark Plug endurance run here in the early 80's when I crewed for a friend driving a Datsun 510.

Did anyone else notice that we had soft water to wash our cars with, and Meguires products? Thanks, but tricky though to try and clean windows with salty damp air.

Track closed at 6 pm. Party time back at the Hotel.

**** Word of Caution**** Now that you're home, Thoroughly rinse off your car, even your engine bay and consider a rust inhibitive spray this fall.



A good road trip, all the way from Canada, no breakdowns

Tuesday - Day 2 Dismal morning, raining hard with a tornado watch in effect within 10 miles of Daytona Beach. Not enough space in the garages for all the cars so some classes were outside in the wet including the Z Challenge Cars. The Organizers did their best rain dance. Judging started at 11 am and by about 12:30 the sun started to burn through again. I assisted with judging stock classes 240, 260, 280, 280zx, 300zx (early). No time for pictures, but very competitive & fine examples of these early Datsuns. I was also conscripted to do second round judging, on cars scoring over 280 out of 300 points, which filled my day until



The Autocross event, part of the Ultimate Z-Challenge

almost closing time at 6 pm. Thanks to my crew, Jonathan, Ed & Jane, my 240 was presented to scrutineering that afternoon in preparation for lapping on Wednesday.

Wednesday - Day 3 Woke up to a sunrise over the ocean! What Florida weather should be.

8 am was the drivers' meeting at DIS. Sessions started at 9 am. Novice, Intermediate, Experienced, Instructors going out in 2 twenty minute sessions in the morning and 2 in the afternoon. The infield track variants allowed for a course that was almost 2 miles long, third & fourth gear mostly, Solo1 style with two passing zones. Fun for what you brought and no one broke down, A great day for all, and a chance for me to wear some old rubber off the surface of the tires.



Now for those entered in the Ultimate Z Challenge most left early to make the 1hr:10 min drive to Orlando Dragway for the 2nd segment of the challenge. The track was to be open at 5 pm which turned out to be 6 pm and they didn't start running cars until about 7 pm. Thanks again to the crew, Ed & Jane for finding takeout food between 6-7 pm. The skies turned dark, rain was eminent. All but our time recorder got 1 run in before rain shut the track down. Lots of fast turbo Z's of all vintage and Ls & Lt1, Powered hybrids, No RB's at the event? So.... Back to the hotel, 1hr:10 min.

Thursday - Day 4 Overcast but a promising day for the AutoX at Deland airport on an old runway that is no longer used. It is now the site of monthly autocrosses for the Florida group. This event was Part 3 of the Ultimate Z Challenge, but also included classes for others not entered in the Challenge.

The weather turned HOT and humid and the course was



The silver Pre-production 2008 350Z Nismo

fast and open. I would rate difficulty at 6 out of 10. Fastest time went to the SCCA National champion FP in a Datsun 240/280 on sticky race rubber. The silver Pre-production 2008 350Z Nismo (pictured) is slated for crushing by the end of the year. Everyone got 8 runs in during the day. For the Challenge event, the best of our first 3 runs was our score as a percentage of the fastest challenge car who's score would be 100. Fortunately my 3rd run was my best, so I was hopeful of a decent score.

Bugs>>> never seen so many swamp beetles or flying ants that hovered around anything light in colour. My car was classed as modified for the event, along with Dave P. from Rochester with his LT1, because a super-charger or V8 was never available in these cars. Super-Charger rules! Thursday evening was a wash-out for our party of 4 missed an unlit road sign (they forgot to include the street name in the instructions) so we missed getting to the largest Harley Davidson dealership in North America. We covered most of the territory that night that the rally did on Friday!

Friday - Day 5 Overcast but promising, occasional light rain. The most enjoyable spot was the breakfast/brunch stop at Inlet Harbour. Other stops along the way included 2 biker bars- why ?- a drive through some prime coastal real estate, a national park with huge pecan trees and other vegetation, past an old sugar plantation, which would have been more inviting had the weather not been rainy and finally to the coast near Ocala north of Daytona.

Friday Night Closing Banquet

Rumor has it we almost came home with the Serial #001 a 2008 350Z Nismo which was under silent bid during the week and live auctioned that night for the "Z WEEK charity" Special Olympics -Florida.

Feel my heartbeat bah dut

Congrats to our OZC award winners.

Congratulations to the Florida Clubs for enduring despite the unsettling circumstances, weather and the loss of life of one of the attendees.

Next year: Cleveland Ohio (track event - Mid Ohio) can't wait !!!!



DRAG MEET FINALE at ST. THOMAS

By Jim Maw

This year's September drag event produced a great turnout! The cars in all classes just keep getting "quicker" and "faster". Even St. Thomas Dragway owner Dave Mathers was impressed with the turnout and low ET's produced by our club. OZC was awarded a large and somewhat garish trophy inscribed with the words "King of Clubs". This award came as a result of our competing in an event that day billed as "Club Warz". Other clubs represented were the AMC Javelin/AMX, Buick, Toronto F body, GM B Body, London Mustangs, and many more. We had the best turnout and the lowest times. The \$200 that was to accompany the hardware has not materialized yet. More on that later.

All in all it was a very satisfying day for all in attendance. Spend some time and look over the results and you will see some very impressive work. Anyone who didn't get a trophy, who earned one, can contact me regarding pick up. Congratulations to all the class winners and especially to Dan lafrate with his 300ZX Z31 who was this year's Top Eliminator.

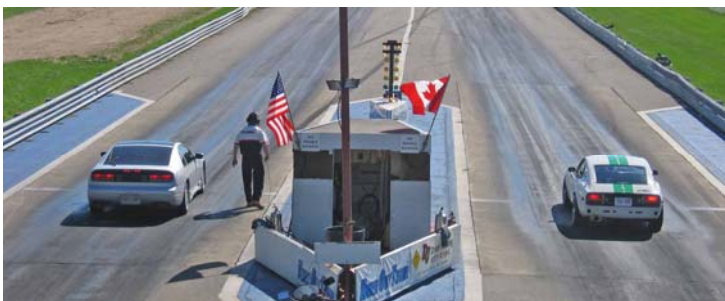
Thank you to everyone who came out to both the Spring and Fall events and helped make them memorable.

Member	Car & Class	Low ET	Event #1 Pts	Event #2 Pts	Total Pts
Edward Burkhart	280Z - 280ZX N.A.	15.55	Nil	4	4
Ali Dost Mohammed	280Z - 280ZX N.A.	15.6	3	Nil	3
J.P. Matte	280Z - 280ZX N.A.	15.06 15.09	4	4	8
Manolo de Leon	280Z - 280ZX N.A.	14.3	Nil	5	5
Howie Yoshida	280Z - 280ZX N.A.	Nil			
Nigel White	240/260/280Z Pressurized	14.3 12.97	3	3	6
Brian Scarlett	240/260/280Z Pressurized	16.22	2	Nil	2
Rudy Boodoo	240/260/280Z Pressurized	11.60	4	5	9
Laverne Burkhart	240/260/280Z Pressurized	13.52	Nil	Nil	Nil
Doug Mitchell	240/260/280Z Pressurized	11.76	Nil	4	4
Brian Scarlett	300 Z31 N.A.	16.98	Nil	5	5
Greg Christie	300 Z32 N.A.	15.83	Nil	5	5
Eric Scarlett	300 Z32 N.A.	16.32	Nil	4	4
Bogdan Kurek	300 Z32 TT	13.8 13.73	4	5	9
Peter Christiansen	350Z Pressurized	12.75	4	Nil	4
Steve Novak	350Z Pressurized	13.27	3	Nil	3
Edward Burkhart	Non Z	18.26	3	Nil	3
Kevin Hague	Non Z	13.58	4	Nil	4



DRAG MEET FINALE at ST. THOMAS cont'd

Member	Car & Class	Low ET	Event #1 Pts	Event #2 Pts	Total Pts
Edward Burkhart	Eliminator #2		4	Nil	4
Kevin Hague	Eliminator #2		3	Nil	3
Rudy Boodoo	Eliminator #3		2	Nil	2
Laverne Burkhart	Eliminator #2		Nil	4	4
Dan Iafrate	Eliminator #1	Nil	Nil	5	5
	300 Z31 T	14.99	Nil	5	5



Doug Mitchell smokin' away & ready to go



Top Eliminator, Dan Iafrate



Dragway owner Dave Mathers presenting the Club Warz trophy to Ontario Z-Car Club, Jim Maw accepting

PETERBOROUGH CRUISE

by Tom Dickson

On August 18th, having assembled in a mall parking lot Peterborough and after a short meeting to hand out maps and discuss directions, we got on the road at 12 noon as planned. First stop the Peterborough Lift Locks where we parked on the south side to partake of an excellent photo opportunity with the Locks in the background. Walking along the canal and the walkway/road that runs through the Locks, we made our way to the Lock museum that encompasses the methods and reasons for building the lock. It



Can't start without a drivers' meeting to hand out maps

was a monumental task using only steam excavators, manual labour and mule power when compared to modern day equipment and methods.

By 1 o'clock we were on our way to the village of Lakefield along the winding River Road North that passes through the campus of Trent University. This road in spots comes within mere feet of the water's edge so drivers were paying very close attention while their navigators looked for interesting spots on the route guide and searched for roadside clues to questions on the guide.

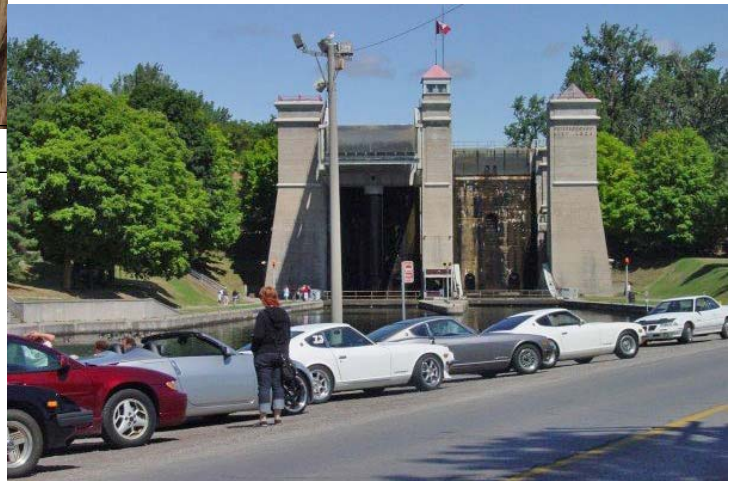
Our stop in Lakefield was at Hamblyn's Ice Cream and Yogurt shop where there are flavours to satisfy most tastes.



A great relaxing lunch by the Trent River

At this stop a number of people stopped to admire the Zeds and one was a former owner who wished he still had his 240Z. Next stop was Whetung Craft Store on the Curve Lake Reserve where their annual meet the artist/craftsperson show and sale was taking place. Out front were a soapstone carver and paddle maker and a person was turning bowls on a lathe on the side deck while inside there were all manner of demonstrations by various artists. The store carried all manner of native crafts from all over North America with something for everyone.

After about an hour or so we met in the parking lot to head to the Kawartha Wineries about 3 km North of Buckhorn, where upon arrival we were greeted by the hosts who provided a free wine tasting of all their different blends of fruit wines. We stopped at another Ontario award winning winery with some splendid and new to most people tasting wines, ones such as Frosted Pumpkin which although at first sniff reminded one of paint thinner, it was very smooth and palatable. A vigorous run on the stock was made by most and we purchased a number of bottles to be awarded as prizes at Z-Fest after negotiating a promotional deal with the owners.



Dinner in Bobcaygeon was enjoyed at the Bobcaygeon Inn on the waterside patio after a half hour drive along Road 36. Afterwards we said our goodbyes to the majority of people who returned home while some of us continued on to Peterborough. Our routes took us along some more windy country roads to arrive at the Master Mechanic on Landsdowne Street, a mere km from where we started the tour, to join in a local car cruise night. Nigel White's 240Z was given special mention by the announcer as being a superb example of a 70's Sport Car that had been restored and had a turbo added in true "Rodder" fashion.

All in all, it was a successful outing for those who attended with much positive feed back and plans for another Bala Fall Tour of the North were formulated during the day as well as another Kawartha Cruise next year. So keep an eye on the 2008 events calendar and the OZC Forum for more details on these and other events next year.

MONTHLY MEETING MINUTES — COME ON OUT & JOIN US

Ontario Z - Car Joint East-West Meeting Minutes Wednesday September 5, 2007, 7:30 pm Montana's in Milton

OZC Executive Present:

Terry Weston	President
Tom Dickson	Eastern VP
Edward Burkhart	Membership
Erle Strauss	Treasurer
Eric Zondervan	Webmaster
Jim Maw	Events
Howie Yoshida	Newsletter

The second joint East-West meeting was held at Montana's in Milton and was chaired by Tom Dickson, Eastern VP. There were 20 members present, some potential new ones and 10 Zeds.

1. Z-Fest Discussion

There was a lot of discussion about Z-Fest ranging over all kinds of topics for about an hour or so. They ranged from suggested improvements, dates, new location, admission fees, more signage, food among others. The good news was that despite the lower numbers registered for the car show this year compared to last, the event still made a healthy profit. Better management of the expenditures and the increased revenue from the BBQ were the primary contributors. Terry announced that the sum of \$1500 was going to be donated to the Make-A-Wish Toronto & Central Ontario from the proceeds of Z-Fest. Terry encouraged feedback be provided to any of the Executive from all members concerning any issues about Z-Fest.

2. Treasurer's Report – Erle

Erle indicated the financial position of the club hasn't changed from the last report in that the forecast was still on budget. Even with the donation to Make-A-Wish, Z-Fest was still marginally in the black.

With the club in a good financial position, a proposal was brought forth that we should give back to the members in some way. One way was to eliminate Z-Fest fees for members or pay for lunch, some food at club sponsored events. This will be considered by the Executive.

3. Recognition Awards – JP Matte

Under new business JP once again tabled his proposal that the club should recognize the extraordinary contributions of a few members for long standing service to the club. The rationale was explained to all along with his nominations of George Kolosowski, Manolo de Leon and Edward Burkhart. After some discussion, the proposal was voted on and passed by a wide majority. The proposal included the fact that the Executive would decide on the appropriate form of recognition.

4. Future Events

Everyone was reminded that the second drag event at St. Thomas Speedway was scheduled for Sat. September 22. Trophies would be presented to all the class winners based on points scored from both the June & September events.

5. 50/50 Draw

First prize of \$50 was won by Bob Chwalyk. Three prizes of \$40 in Sunoco Ultra 94 gas coupons went to Rick Scott, Jim Maw & Howie Yoshida. Tom Dickson won a dvd of "The Run". Prizes were also contributed by Pete and Bill Dawson provided books from the R&M Auction. In fact there were so many prizes, Zed prints, Nismo lanyards, license plate frames, that practically everyone present took something home.

Minutes recorded by Howie Yoshida

Ontario Z - Car Eastern Meeting Minutes Wednesday October 3, 2007, 7:30 pm

OZC Executive Present:

Tom Dickson	Eastern VP
Eric Zondervan	Webmaster
Howie Yoshida	Newsletter

The regular monthly Eastern meeting was held at Route 66 and was chaired by Tom Dickson, Eastern VP. There were 16 members & spouses present and 7 Zeds.

1. Welcome - Tom

Tom welcomed all those at the meeting and we were actually surprised at the numbers present as a couple of our regulars, Erle & JP were off at the ZCCA Convention in Daytona. Tom had been receiving email updates from Erle down in Florida. Erle had said that the weather was not cooperative and winds off the ocean were playing havoc with some of the events.

2. 50/50 Draw – Wes Hore

As a change of pace, we had the 50/50 draw at the start of the meeting as there wasn't going to be a lot of items on the agenda. The cash prize of \$29 was won by Bill Warren. Other prizes consisting of care care products were taken home by Sharon Pancott, George Maclaren, Vince Santoro and even Wes Hore.

3. Upcoming Events – Tom

Oct 13 - Fall Tour of the North, Wes Hore handed out maps to those that were going. It should be a great day similar to the Spring tour. There was some discussion about being very careful driving in a convoy in lieu of the new law in effect & especially about all the publicity about racing.

Nov 24 - Dinner at the Mandarin Buffet Restaurant in Kitchener, Pete has reserved this date for a year end social. There was some discussion as to whether the Eastern Chapter should have a dinner closer to Toronto but there were no real objections to driving out to Kitchener and it was felt it would be better to have a joint event.

4. Elections - Tom

Everyone was reminded that nominations were open for the 2008 Executive Committee for any of the positions. We are hoping for some new replacements for the potential vacancies. A big turnout was hoped for the November meeting when the elections are to be held.

5. Zedline - Howie

The next Zedline would normally be out during the first or second week of November. Howie was moving up the deadline with the hope of mailing out the newsletter before the end of October due to a vacation commitment.

6. Membership Renewals for 2008

Members were reminded that the next issue of Zedline will have a membership renewal form for 2008. With the revised membership renewal cycle, all memberships expire on December 31. Members paying their dues before the year end will be able to take advantage of a \$5 discount. Renew early so you don't miss your copy of Zedline.

Minutes recorded by Howie Yoshida

Ontario Z - Car Western Meeting Minutes
Wednesday October 10, 2007, 7:30 pm, London

10 members present

1. Welcomes

2. Past Events

Zedfest, - well attended and good weather - \$1500 donation to Lets Make a Wish Foundation

Drag Event – well attended – our club obtained the most points in the club challenge day occurring at the same time as our drag event. Our club received a very large trophy – well done

Daytona Zed Convention – 7 members from our club made the pilgrimage to Florida with their Zeds. Laverne Burkhart won first place in the Ultimate Z Challenge event and Brian Gracie captured second place in the people's choice category. Pete Radoja earned second place in the daily driver class also.

Professional photographs were taken at the convention. These photos are excellent and can be viewed (and purchased) at the following site: www.highlanddesignstudio.com

3. Upcoming Events

November meeting is cancelled and will become the Christmas Social on November 24th at the Mandarin in Kitchener (more info below)

Fall Cruise of the North #2 Oct 13

RM Classic Car Auction Oct 19 – 21 International Centre

Western Elections on December 12 London

Article on the new speeding laws – Pete has received permission to reprint the article in full in Zedline

Slide presentation on the Daytona Zed convention – lots of information & laughs were shared by the members that attended the Daytona convention and were present tonight. Thanks for coming to the meeting in London considering the long drive you had from Florida recently.

Next meeting Nov. 14 is cancelled and will be replaced by the Christmas Social at the Mandarin on King St north of the 401 (exit 278) in Kitchener on Saturday November 24th. Contact Pete Radoja by Saturday November 17th to reserve a spot. Phone: 519 – 473-2589 or radojap@hotmail.com

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)

2008 MEMBERSHIP FEES ARE DUE NOW - RENEW EARLY & SAVE \$

No more questions or guessing when your membership expires any more. Everyone's membership expires on December 31, 2007.

Please show your support for Ontario Z-Car and renew your membership for 2008 right now. Take advantage of the early renewal option and renew by December 15, 2007 and pay only \$45. After this deadline the amount will be the regular rate of \$50 for the year. Inside this issue of Zedline, you'll find a 2008 membership renewal form just for you. Complete the form, write the cheque, mail it in and be done with it. The earlier everyone signs up, the easier it will be to set our budget and plan our events for 2008.

Thanks in advance,
Edward Burkhart
Membership Director

**Let's make
this number
grow!**



PROJECT DATSUN 240Z - PART 16 - STARTING TROUBLE

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 plus with an estimated year or less 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 completed his fifth year as President.

This Project Datsun 240Z series of articles has been reprinted from the OMSC newsletter, Fast Lines.

by Philip Amshad

In the last issue of Project Datsun 240Z, a "stock" World Class T5 manual transmission had been reworked into a close ratio, short helix, road race gearbox. With the mock up completed, it was time to shift our attention to the starting system. Cranking over any race engine can become a monumental task for a "production" starter. High static engine compression, and reduced diameter flywheels only compound the problem. Most small engine, production car starters produce less than 1 hp, while the majority of "race" starters fall within the 2-3 hp range. With an estimated static CR of over 12.9:1, finding a starter that would repeatedly spin over this engine would require thinking outside the box.

Over 20 years ago, Malvern Racing, and Tilton collaborated to produce a 10" diameter flywheel, and starter package for the L-Series Datsun engine. Tilton, and Quartermaster still produce the flywheels; however, Malvern Racing no longer exists. In fact until a year ago, I had only seen a photograph of the offset starter plate pictured here. One of the great things about building a 240Z is the loyal following of enthusiasts that continue to keep these cars running. With a little luck, and a bit of networking, I was able to locate a Racer that had one of these mythical pieces on his car. A deal was struck that would allow me to borrow the part, and a short production run, (5 copies), followed.

The premise for this part of the project was to build a flywheel, clutch, and crankshaft damper package that would allow the 27.75" long crankshaft to live at 9000 RPM. On the surface, this sounds simple enough. In reality, the parts required to achieve this either no longer exist, or come with a staggering price tag. As most readers of this article know, the number 1 job of the crankshaft is to convert linear forces into rotational motion. Power pulses, absorbed by the crankshaft are "stored" in the flywheel. Adding mass to the flywheel causes the engine to run smoother, at the expense of Moment of Inertia, (M.O.I.). Reducing the diameter, and mass of the flywheel reduces M.O.I and allows the engine to build RPM quicker. The trick is finding a package that allows the crankshaft to transfer power efficiently, while still retaining enough mass to "balance" the engine. After crunching the numbers, I have decided to run a 10" steel flywheel, and a 5.5" two disc clutch. For those keeping score at home, the stock flywheel tips the scales at 26 lbs, and the clutch cover, (pressure plate), adds another 13.6 lbs. The new, one-piece flywheel, with integral ring gear weights a scant 5 lbs, and the 5.5" clutch, with floaters and discs adds another 5.6 lbs. That brings the total reduction of accelerated mass to 20 lbs! An ATI Super Damper weighing 6.25 lbs will complete the package. Part 2 of this article on balancing this engine will follow later in the year.

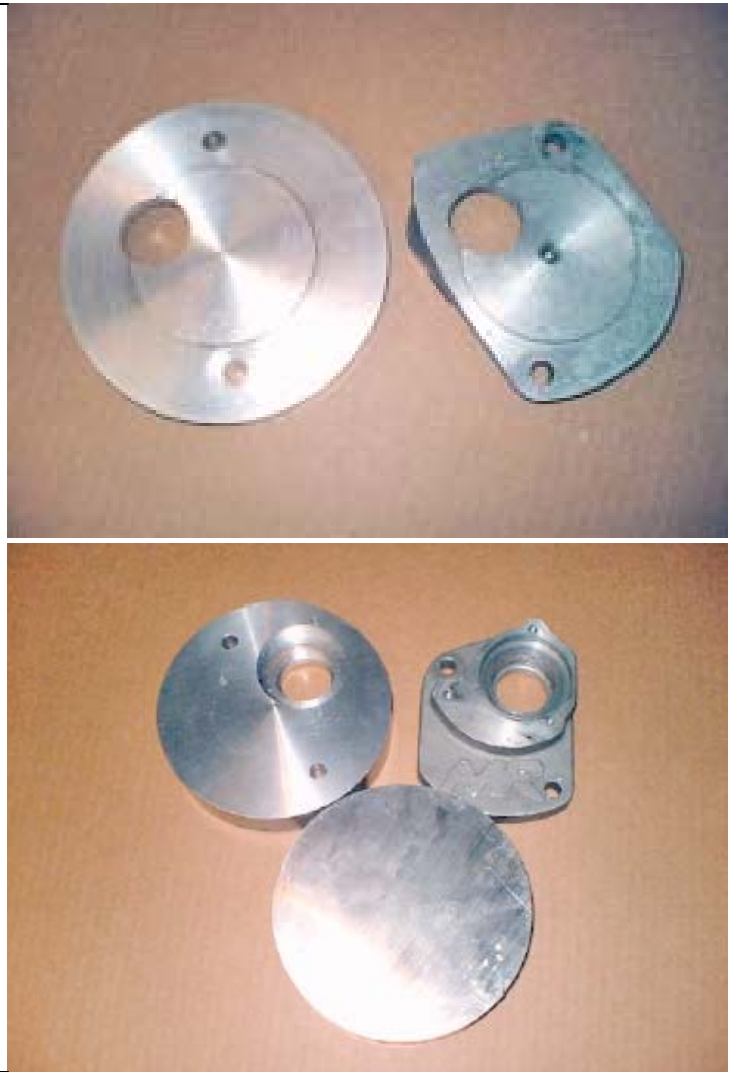
In order to crank this assembly over requires moving the starter drive



2 inches closer to the centerline of the crankshaft. To facilitate this, a Chevy starter with the correct starter drive, (pinion gear), and a removable snout was sourced. With the MR offset starter plate in hand, and the dimensions recorded, a materials list was made. The most notable difference between the original plate, and the one I fabricated is the material. The MR piece is made from cast aluminum, which is then machined to accept the starter. Unfortunately, a smelting plant is not something I have access to. I have therefore started with a 6" X 1.65" piece of T6-6061 aluminum. After truing the blank in the lathe, the long process of machining the critical dimensions could begin.

The astute reader may have also noticed the absence of outside radius corners on the fabricated part. My mill and lathe are both manual feed; therefore, the carriage and the table will not move in two directions at the same time using the power feed. After destroying three prototypes in the attempt, I decided to settle for straight, radiused. I conservatively estimate that there is at least 30 hours of time in each plate. Therefore, 5 completed copies, and three failed prototype parts total 240 hours. It's ironic that the number of hours in this part of the build is the same as the model of car. 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.



SUPPORT PROVIDED BY:

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Grisdale Racing Products	905-627-0224	www.grisdale.com
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Supreme Auto Collision	905-764-9216	

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!!!**

We are winding down for the year as there are only a few events left. All our road events are done and most of the Zeds are safely stored away till next year BUT take a look below. There is still time to enjoy the company of your fellow members.

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

November 14 - Western Chapter Meeting is cancelled in lieu of the dinner social later this month.

November 24 - Joint East/West Seasonal Social dinner at the Mandarin Buffet restaurant in Kitchener. Info below.

December 5 - Eastern Chapter Meeting at Route 66

December 12 - Western Chapter Meeting & Election night for 2008 OZC Executive, at Alaskan Fish & Chips, London

JOINT EAST/WEST SEASONAL SOCIAL DINNER

Come on out and join us to celebrate a great year of events and to just enjoy the company of good friends. We are having a year end social dinner, details below:

Date: Saturday November 24, 2007

Time: 6:30 pm

Location: Mandarin Buffet Restaurant

4220 King Street East (take exit 278 off Hwy 401 & proceed north)

Kitchener ON

Cost: \$22.99 per person plus taxes & gratuity. Refreshments extra.

RSVP: Please contact Pete Radoja to confirm your attendance & the number in your party no later than November 17. Phone: 519-473-2589 or radojap@hotmail.com.



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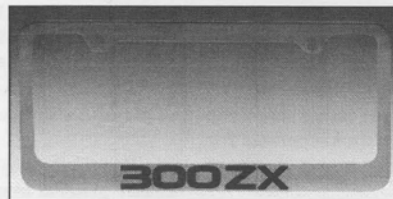
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