

ISSUE #3 MAY/JUNE 2006

Bi-Monthly Publication

ZEDLINE



ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993

Z-FEST 2006

SAT. AUG. 26

Details on page 4

Texas Convention Trip Report inside...



**Mixing Zeds & Wine on
page 19**



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

Prez Sez

It has been a busy past few months with club business and all. I did not have time to write any words of wisdom for you so this space is bare. I did however have a very eventful trip attending the ZCCA convention in Dallas, Texas and you can read all about it inside this issue of Zedline.

Terry Weston, OZC President



WELCOME NEW MEMBERS!

On behalf of the Ontario Z-Car Club, we are pleased to say WELCOME to the following new members and extend a cordial invitation to you to participate in club events, meetings and the newsletter.

Michael Breton, Greg Christie, Chul Kim, Barry Robson

As well, we would like to extend a personal invitation to our old members to re-join the club and be part of the largest and most exciting Z-Club in Canada!

DO YOU SEE YOUR NAME HERE?

Mark Brubacher	Dan Calligan	Bill Chan
Peter Christiansen	John Cross	Chris Culliford
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Glen Gambell	Kevin Hague	Ray Hemmerling
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Eric Wang	Bill Warren	Matthew Woodruff
Kevin Young		



If your name is on the list over to the left then you are one of the 28 unlucky people whose membership expires this month at the end of June. Please take a minute right now and renew your membership. Why we even put in a special renewal form for each one of you, it's the green paper form.

Support the club, send in your cheque and you won't miss the next great issue of Zedline!
OZC Executive Committee

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From The Driver's Seat

Wow, there's a lot more to this issue of Zedline, isn't there? After the April issue was done, it looked like the next one would be a bit lean for content. With a bit of pleading and reminders though, you came through and articles were written and pictures submitted. Let's congratulate ourselves, Zedline is 28 pages this issue! I even have 2 more articles that I am holding for the August issue.

Hope to see more Zeds at Z-Fest this year. We are at a new venue, Christie Lake Conservation Area in Dundas. You're going to enjoy yourselves at this place. Hey, don't miss our premier event of the year!

No more time, have to get this to the printers, deadlines to meet!

Howie Yoshida

Zedline Editor

Not asking, not looking, at least this time,
I have enough stuff!!



Ultra94



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Inside this issue, we thank the following contributors

Terry Weston, Diane Dale, Philip Amshad, Pete Radoja, Brian Gracie, Bill Chan,
Steve Stockill, Malcolm Haylock, JP Matte, Michael Lambert,
Steve Edmonds, Erle Strauss, Steve Karniej, Howie Yoshida

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**Saturday
August 26**



RAIN OR SHINE

Z-FEST 2006

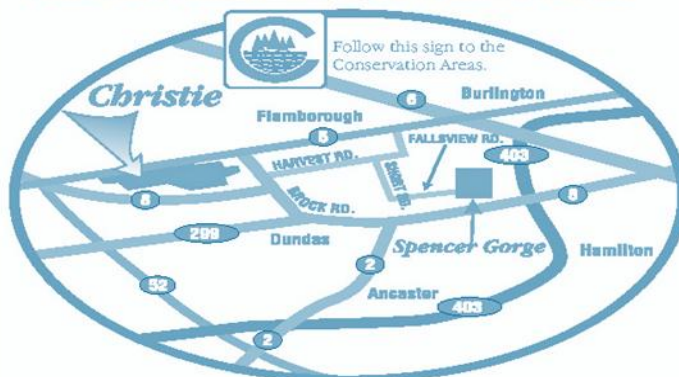
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Phone: 905-379-5847

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WELCOME TO ZEDLINE'S NEW SPONSORS!

As you read through this issue of Zedline, you will notice the appearance of some new advertisements. Thanks to the efforts of your Executive, we have signed up some new sponsors. On behalf of the Ontario Z-Car Owners Association, we would like to these companies for signing up and supporting our club.

To the members, please return the favour by contacting our sponsors and giving them an opportunity to obtain your business when purchasing your goods and services.

Who are these people and how did we find out about them? In most cases, it is from previous associations with current members so you can be assured they come highly recommended and their quality of service is right up there.

Here is a brief outline of the services provided by a number of our new sponsors:

WISE CHOICE SYNTHETICS - An Amsoil Dealer, owned and operated by David & Donna Whittaker, David is a member of the Western Chapter. They supply a complete line of high quality synthetic lubricants and absolute efficient unmatched filtration products for automotive/tuner/sports applications. AMSOIL products are specifically engineered to last longer in service and perform better than any other product on the market. Using AMSOIL synthetic motor oil and filtration products will provide maximum performance and the best protection and value available for your Zed.

MASTER MECHANIC MARKHAM - This service centre is owned and operated by Joe Chiapponi. Joe has an excellent team of mechanics, namely Chris, Peter, Bryan, Mike and Sean. In Erle's words (our Treasurer, no less!) they always are fair, honest and will always attempt to repair your vehicle to the best of their ability, the proper way and with great care. In 2001 they started work on Erle's 1990 300ZXTT. They repaired & upgraded different parts until 2005. It was a learning process for everyone, as these vehicles are very complicated with lots of electronics. Another car project (!996 300ZXTT) of Erle's this time only took ~3-4 months to mechanically rebuild, and upgrade. They always solved every mechanical problem professionally, correctly and helped to reduce his costs, as at times they got quite high. Take it from Erle, they are a great group of guys that repair all his family's cars.

WILLOWDALE NISSAN INFINITI - It's nice to see a Nissan car dealership like Willowdale Nissan Infiniti, support local car clubs. The guys (Paul and Kent) in the Parts Department, headed by Rob have been great to find Nissan parts from anywhere in the world! As cars get older, parts become more difficult to find. Rob through his personal connections seems to come through for getting parts. Thank you to the Willowdale Nissan Parts Department for helping Erle again with both of his Zed cars.

WILLIAM CUSTOM PAINTWORKS - Owned and operated by Bill Chan, a member of our Western Chapter. You can read about Bill's exploits in the next issue of Zedline and his hand in helping out JP in his continuing saga to get his Zed on the road again. Who couldn't use a new paint job? Check out Bill for top quality paint and body restoration.

ABSOLUTE MOTOR SPECIALTIES INC. (AMS) - If you were at Z-Fest last year, do you remember the great looking customized 300ZXs off to the side of the registration area? They were prime examples of the work done by AMS. Since 1992 and working on an appointment basis, numerous 300ZXs have begun life at AMS as daily drivers and have left the premises as a variety of show winners, including Best in Show. AMS now provides everything from basic service and tuning to custom work and performance parts fabrication for the 300ZX, the 350Z and Infiniti G35 (Z33 platform) models. Whether you own a 300ZX, 350Z, or G35, and require a twin-turbo swap, custom nitrous set-up, or a complete re-conditioning of a car to factory specs, AMS has you covered from A to Z! The only limit is your imagination.

And while we're giving out thanks, let's not forget about our returning sponsors too. They're been loyal to us as we hope you have been to them. If you find yourself in the Collingwood area, why not stop in and have a great meal at **KAYTOO RESTAURANT & BAR?** For your car insurance needs, give Tony Lant a call for a quote on their Silver Wheel Plan from **LANT & CO. INSURANCE BROKERS LTD.** To spruce up the looks of your engine, don't forget to call our Prez, Terry Weston of **ZEETOYZ INC.** Lastly, if you need any kind of service work on your Zed, give Greg, Mike or Tony a call at **WHITEHEAD PERFORMANCE** for "The Automotive Expertise You Expect".

Howie Yoshida
Zedline Editor

2007 ZCCA CONVENTION TRIP REPORT, DALLAS, TEXAS

Part 1 by Terry Weston

Instead of my Pres Sez column this issue, I am going to tell you about my trip to Dallas, Texas for the 2006 ZCCA Convention.

I left on the Thursday planning my way down towards Louisville, KY for the first night stop, not expecting to go through rain driven winds, severe electrical storms and projected hail, the size of golf balls. Well, what happened was, I had to stop once because I couldn't see outside with all the tree debris falling on to the highway, needless to say, I quickly found a hotel to tuck me and the car in for the night.

Next morning ... early up, I packed my bags into the Zed wondering what else was going to happen, pulled out of the parking lot looking at my trusty navigation system, stating I had 758 miles to go till I reached Texas. Boy, was this going to be a long day. The day proceeded well and before I knew it, I was calling my friend Randall whom I was staying with for a couple of days in Hope, Arkansas, which was about 250 miles out. He said come on in Great, at least 3 more hours of driving but I made it in by 8:00 pm Friday.

Monday afternoon, I checked into the convention hotel in Los Colinas, great hotel and location. I registered, picked up my badges and quickly grabbed a taxi to get to the airport to pickup my wife Sandra. Later that day, we met Brian and Karen Gracie who had trailed down their 240Z, for a couple of drinks then headed for the opening banquet. Of course featuring Mad Mike at the helm but this year without Mr. K, who had to stay home, doctor's orders. The Texas Chili Party followed and more drinking... seemed to be a pattern forming for the week ahead. The next day was a cleaning day for the Zed or for the brave, a Poker Run. I decided I had enough driving so I spent the good part of the morning cleaning up the car.

On Wednesday, we attended the car show at Texas Stadium, it turned out to be a great day, around 125 Datsun/Nissans showed up from all over North America and Mexico.



Car Show at Texas Stadium, home of the NFL Dallas Cowboys



Terry & Sandra at the Texas Motor Speedway

On Friday, Brian, Sandra & myself got up early to head out to the Texas Motor Speedway where NASCAR runs to do warm laps and I must tell you that it was the most fun I had in a long time. Coming down Pit Lane out onto the track, I was moving cautiously at first, around the first turn, having to crank the steering right in order to get up the bank, then moving down the straightaway, increasing my speed also checking out the whole track ahead, turned 3 laps, reaching speeds of 100+ miles per hour, then slowly down shifting and pulling off to let the next group have their turn! In all, we went out two more times. We then went over to the autocross event to watch the true racers take their cars around the set-up trying to beat the Pro driver times.

Friday night was the closing banquet and award presentations with a phone call to Mr. K, wishing him a speedy recovery and hoping to see him next year in Daytona Beach, Oct 1 - 5, 2007 for the 20th International ZCCA convention.

My friend Randall who drives a 2003 350Z won the awards for first place in Ultra Modified, Best Exterior and Best in Show. I was

lucky enough to win the People's Choice category for my 350Z too! In all, it was a fun week, we all met lots of great people and look forward to renewing friendships next year in Daytona Beach.

Part 2 by Brian Gracie

The drive down to attend the ZCCA convention in Texas was going to be part of our summer vacation so my wife Karen and I took a leisurely 4 days to drive down. Some days were short drives, others were more extended, one night we stayed at the Opreyland hotel in Nashville.



Brian & Karen at the car show in the Cowboys Stadium

We finally arrived in Dallas on Sunday May 28, the day before the main festivities were to start. After lunch, we checked into the Omni Mandalay Resort. That Sunday night, we went to Mad Mike's for the welcome BBQ where we met a lot of new people and old friends too. The Ultimate Z Club from Japan was there and they gave everyone a gift, a sake cup and even some sake to fill it up with!

Monday, we went shopping as most people were arriving to register for the convention. The host hotel was quite luxurious and fabulous! The hospitality shown to all the attendees was just excellent. The opening banquet was held Monday evening with about 500 people in attendance. It was a very fun night, especially for us as we were fortunate to win a set of Bridgestone Tires!

Tuesday was a car rally day, starting from the Nissan headquarters, we drove through the surrounding Dallas area & horse country. Wow, everything is BIG in Texas. Live Large! Think Big! We met some new friends from the Edmonton Z Car Club. The evening finished with a bus tour into the Ft. Worth stockyards & Billy Bob's Bar.

Wednesday, we went to Texas Stadium for the car show. It was certainly great to see so many awesome Zed's. Hey, top honours for his class went to our president, Terry Weston!! We also had a tour of the stadium, it's quite the venue and home to the Dallas Cowboys, the city's National Football League team.

Thursday was spent at Motorsport Ranch, a 3.1 mile road course that was challenging to both the novice and experienced drivers. The evening concluded with about 200 of us going out for dinner

to a Brazilian steak house, serving about 14 different kinds of meat, truly amazing.

Friday included a tour of Dallas which my wife Karen really enjoyed. I just couldn't pass up the day at the Texas Motor Speedway. What a thrill of a lifetime, doing oval lapping on a NASCAR track! I also enjoyed watching the participants running through the autocross event, from beginners to the pro's. I really have to try that sometime.

All too soon the closing banquet was upon us. It seemed like we just got started. The night was filled with entertaining speeches and the presentation of all the awards. The only thing missing was Mr. K. and his wife; however, we were able to talk to him over the speaker phone.

Saturday, we packed up and headed home, back to reality. The drive home took us two and a half days. Overall, we traveled about 4400 km and went through eleven states and one flat tire! This was our third ZCCA convention in four years. We love meeting so many great people, seeing new places and awesome Zed cars. If you have never been to a convention, we strongly suggest you make it part of your future vacation plans.

TRY IT! YOU'LL LIKE IT! Zee yah in Daytona Beach, Florida for the 2007 ZCCA convention!



Above: On the grid for lapping at the Speedway

Below: Banked turns, Turn right to go up track!



REPLACING FLOORS, ROCKER PANELS & just about everything else!

By Steve Edmonds

Don't try this at home. (Believe me, that's good advice).

In the June 2005 issue of Zedline I covered the fabrication of the rotisserie and mounting (spitting?) of my '72 240Z. The work is still progressing at a snail's pace, but progress is being made. There's new metal in the floors and the new rocker panels are welded in – and they look great, thanks to parts from Charlie Osborne's basement that fit very well. Through research on the net and some of my own ideas, I have arrived at a method that seems to work. And since these are absolutely the last floors that I will ever replace (a promise that I made to myself and my wife), I thought that I would pass these ideas along to anyone foolish brave enough to try this themselves.

First of all, my Z was about as bad as they come. Spongy floors, rocker panels with gaping holes and lots of daylight in the area behind the seats as well. But once you invest enough time to get it on the rotisserie (and possess a very stubborn streak), there's no going back. Besides, as I pointed out in the last article, I've owned it since 1978 and there's a sentimental attachment to it.

To begin with, do not cut out anything until there is adequate support bracing in place. Once the floor and rocker panels are removed, there's not much left to stop the car from folding upon itself. Rather than describe what was done, I took photos along the way and I'll just list some of the tricks that I learned. Real men don't read instructions anyway so what would be the point?

1. Reinstall the central transmission bracket before cutting the floor out to keep the tranny tunnel straight and to ensure that the bracket will fit once you are done.

2. Weld a brace across the door opening to keep everything straight. I bolted a piece of angle iron onto the door hinge mount and another onto the door latch mount.



Then I welded a 1/2" pipe between the two angle iron mounts.



3. Once the rocker panels are cut out, there's nothing left to align the new rocker panels so that the door will shut. Create a cardboard template of the opening and transfer it to plywood or MDF. Weld some tabs onto the door brace (see point 2 above), then bolt the template into position using the tabs to secure it. Remove the template for now, but reinstall it when the new rocker panels go in. Now you can cut out the panels.



4. Do not cut out the front seat mount. It will keep what's left of the rocker panel mount in correct alignment.

5. I used Richards Wilcox door track from Princess Auto to create the bottom plate that the rocker panel is welded to. One track can be cut into two pieces – one for each side. (If the rocker panel is gone, so is everything that it was welded to). The 18 gauge door track is pre-bent in a U-shape – fits perfectly! (Incidentally – I'm also using the track to replace some sections of the frame at the rear – very versatile!)



6. The new floor and rocker panel will not cover all the holes – or at least it didn't for me. Once the new parts are in place, it is just a matter of making patterns using cardboard and cutting the pieces out of sheet metal to fill in the missing bits.



Everyone will have their own method to replace the floors and I'm sure that a professional sheet metal worker would do it differently but what I've done seems to work and I think that it will be stronger than original when I'm done. And by the way, that's the one question that everyone asks – "When will it be done?" At this point I have no idea.



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Club Member



by Diane Dale

THE FATHER/SON RACING TEAM OF NEIL & KEVIN YOUNG

Well – I'm literally pulling into the pits – fresh off the Group 70+ grid at the VARAC Vintage Festival as I write this. What a spectacular weekend – racing was fantastic – met a lot of Z friends at the track – and the Datsun's were incredible! But more on that next month...

This month I wanted to focus on the father/son team of Neil and Kevin Young. They're back on the regional racing season with their beautiful 1971 Datsun 240Z.

Name: Neil Young
Occupation: Pharmacist
Company Name: Young's Pharmacy Limited
Family: Loving tolerant wife Ruth, Sons Kevin, Derek & Brendan (just coming on @ 17 years old)
Hometown: Halton Hills, (Georgetown, Acton) Ontario
Contact: neil.young@cogeco.ca
Sponsors: Who needs 'em! Why retire?

Name: Kevin Young
Occupation: Dentist
Company Name: Georgetown Dental Clinic
Family: TBA
Hometown: Georgetown, Ontario
Sponsors: Yes please!

The Car

DD: Can you describe your car and its history. Also – how did you come to own the car.

Neil: I was blown away by the 1971 Z car after reading about it in the Dec 1970 issue of R&T.

I felt the Datsun's fresh design with the hints of XKE and Daytona in the body, the IRS, 50/50 weight distribution and the far more powerful motor decidedly tipped the scales to the Z.

I purchased my car for the full list price of \$4,200, without a test drive, from the Milton Datsun dealer Norm Coulter who ran his dealership from a 2 bay Gulf gas station! I spoke with Norm in April and he had one coming in May (his second) and no it wasn't spoken for. He did not even want a deposit. Ah small towns and the country! Meanwhile the wait list at the Toronto dealers was more than 7 months long with 50% deposits and no choice of colours or deleting any undesired dealer installed "options". My choice of colour was the colour he ordered in 1970, it was RED!



Kevin and Neil's 240Z takes the track at the 56th Annual BEMC Spring Trophy Races

"Wide" 5.5"X14 wheels American Racing 4 spoke wheels and BRE spoke followed. The car began its competition career as part of our two car Slalom team. I put a hitch on the Z and used it to flat tow our 1970 Corolla Sprinter to CASC regional slaloms all over Ontario! It took 2nd overall (behind a Corvette) on borrowed race tires at the BEMC Borden Time Trials run on the Camp Borden airstrip way back when! Now that was fun, kind of a two direction drag race with wiggles at each end.

More upgrades followed to suspension (Konis), exhaust (twin glass packs which sounded great to everyone but the cops!), headers and Webbers. The car saw lots of laps at Mosport on school and lapping days.

After the disgusting rusty rot became too much to tolerate, a major restoration was undertaken in the early 80's. The fenders were flared per CASC race rules (stock appearance from the side and extending over the tread at the top of the tire), the colour was changed to black and 7"X14" wheels, P7's, short springs, Bilsteins, rear hatch louvers, a rear three piece rear spoiler and a fibreglass dam were added.

Man it looked great, sounded great and went like stink!

Being a loving dad, I let my sons occasionally drive it to high

school.

One son still holds a significant grudge against the other for being in possession of the car when a fuel line ruptured causing an engine compartment fire that led our insurer to write-off the car. I bought it back for \$1000 and then let it moulder away in my garage with visions of turning it into a VARAC car after I retired.

Then Targa Newfoundland was invented.

We (my sons and I) missed the first two years due to educational and financial commitments on their part. In 2004 we entered two cars under our Loose Tools Motorsports banner. My Caterham 7 with my younger son Derek co-driving for me and my older son Kevin, campaigning his 350Z with fellow Caterham driver Stephen Roger co-driving for him.

I believed the 2004 Targa was the hardest thing I had ever done. We finished and Kevin's team came second in their class. Buoyed by this success it was decided to restore the Zed for the 2005 event. Kevin and Stephen would enter it. I and my good friend Vern Dale-Johnson would pilot my 944T as the rules insisted the Seven would have to be "caged" to run in 2005. Arghh!

After a very pessimistic visit by our chosen metal master it was determined a new tub for the 240

was required. A slightly newer Californian body donor was found and the real work commenced in March 2005. Six months was not enough time for the bare-metal restoration and Targa preparation that followed. "Burn Out City" was frequently visited. In fact the final assembly, screwing on the bumpers, happened literally moments before we loaded the yellow and beautiful "new" Zed on the trailer for the Rock.

Engine break-in occurred alternately preceding and following our tow vehicle and trailer from Georgetown to Cornwall where the Datsun and as much Sunoco 94 as we could carry was loaded back on the trailer then on to Newfoundland.

Targa 2005 WAS THE HARDEST THING I HAVE EVER DONE. After many mechanical woes both teams did FINISH, however the Datsun it had to be towed across the finish line by the Porsche!

Targa is much like running a marathon. It does not seem to be much fun when the going gets really tough. And it is like your running shoes (that you are wearing out really quickly) and costs 10,000 dollars (or more)! We decided to take a year off from Targa and try to salvage some personal and business issues that Targa and its preparation had caused us to neglect. After I reintroduced myself to my wife and co-workers we decided to "just" VARAC vintage race this year. So far, not without incident. But 2007... Targa again????? Probably as we are starting to forget the bad parts and are really savouring the memories of the great parts! We will still VARAC race in 2007. Hey the car is already nearly ready!

DD: What sorts of modifications have you done in the following areas – any that you'd recommend that really worked for you – or any that you wish you hadn't done?

Neil: Suspension – My old original Bilsteins (now out of production) and progressive Eibach springs worked great for Targa. For circuit racing I had the Bilsteins re-valved for the much stiffer Ground Control coil over springs and camber plates that were fitted front and rear. The car feels very solid and neutral at Mosport.

Engine Performance – Greg Whitehead has supplied us with an excellent motor. (Well ported head, forged pistons, race cam, balanced, etc) The fact that I broke into the 1:39's on our maiden outing means the power and handling are there. The engine has been re-worked recently and we hope to see even more reliable power. DCOE 45 Webers, PLX A/F ratio data logger, 3-2-1 headers, big aluminum rad, oil cooler, all Aeroquip lines, ATL cell, ACT clutch, Fidanza flywheel, ATI pulley, Spicer

U-joints, Toyota truck callipers with Porter-field race pads, and SS brake flex lines are among our other upgrades.

I heartily recommend a real racing flywheel and harmonic balancer and bellhousing scatter blanket rather than anything else you may care to install.

Overall Handling – Feels good but I think solid engine, trans, and diff mounts are in order.

The drive shaft, especially at Dunnville was moving around an incredible amount, rubbing regularly on our drive shaft hoops. The front and rear anti-sway bars have been updated and solidly bushed.

Body – I am a little embarrassed to say this but the best yellow I could find turned out to be "Corvette Yellow". My old 3 piece rear spoiler still looks good to me as does the dam that replicates my original though this time in a more flexible urethane. Hatch and rear quarter glass has been replaced by Lexan and the hood with a fibreglass replica. We lowered the front suspension a tad looking for a little more "end of the straight" (which is not very!) stability. (Nice look too, decidedly different from its pothole clearing Targa stance) The all metal fender flares are art. Unless you had the car beside a stock Zed you would not know they were done; they look so good covering the 7"X16" Panasports with their 225/50/16 Toyo RA1's. The nacelle covers just finish everything off nicely in my opinion. Hey the 240Z is a beautiful car, but I guess I'm preaching here to the converted!

Interior – The dash is from my original Z as are the doors and their interior panels.

I am afraid that is all that have been left in. I was considering reinstalling some of the interior trim but lets face it, weight and its incumbent inertia is the enemy of fast lap times and there is this Dale character who seems to be going slightly faster...

Other – Our wish list? Close ratio gears in the transmission, an R200 Quaiffe diff with a better ratio, vented brake rotors, and what ever else the rules may allow.

Racing Interest

DD: How long have you both been racing?

Kevin: This is my first year road racing, but I have done quite a few years of autocross, as well as some solo 1, rallying and karting. We did Targa

Newfoundland for two years as well.

Neil: I think most forms of motorsport since 1971 although no figure 8, stock car or demolition derby events.

DD: How did you get into racing?

Kevin: My dad passed on his obsession on to me. I was very young when he finished road racing his first time around, but I remember watching him rally and autocross. We also used to camp at the Can-Am and IMSA races at Mosport, and go to the F1 at Montreal when I was a kid. Our family vacations were usually car-centered. We visited Laguna Seca, Spa, Monaco and the Nurburgring. We'd drive these tracks with the family on board at various speeds and levels of legality. When I turned sixteen, my father got me on the track almost immediately. We did a couple of years of lap-ping and solo 1. Things stalled a bit when I went off to university, but after graduation I did the Russell School at Mt Tremblant and then the Targa. Road racing was always something I wanted to try, so this is the year we're doing it.

Neil: My dad took us to the original Players 200 (1964?) at Mosport. I guess I was impressed with the track, the cars and the drinking! I was hooked and have successfully enjoyed all three aspects!

DD: What motivates you to race?

Kevin: Driving a car near its limit is great feeling. It's unbelievably fun. I have a good time just watching racing on TV or at the track, so being behind the wheel is even better.

Neil: I love the machinery and I am also (un?)reasonable competitive and optimistic. (OP-TI-MIS-TIK-Poor sense of the facts and reality) Great fodder for retail and



The interior of this 240Z is extremely clean – comfortable features for the long haul of the Targa Newfoundland race!

racing!

DD: Why the interest in Vintage car racing, and specifically racing the Datsun?

Kevin: Vintage appeals to me because it's geared towards fun rather than fierce competition. You can drive as fast as you can but not worry about being monstered. I think the machinery is respected more than in some other forms of racing.

Neil: Old men can drive old cars and not look too dumb unless competing with young men. That is why Kevin & I are not on the track at the same time.

DD: Last year you were involved in running at the Targa Newfoundland, can you tell us a bit about that event. Why Targa? How was the experience? Any fun stories/adventures to share?

Kevin: I think we could fill a couple of Zedlines with stories from Targa. It's an amazing experience, an adventure in the truest sense, with all the highs and lows of racing, but instead of a paddock, it's like a travelling circus. We drove wild roads at high speed in a very unique part of Canada. My highlight was finishing a very close second in the Touring division in my 350Z in 2004. My co-driver and I hadn't done a rally together and our total experience was less than 3 between us so it was pretty cool to almost win it. Last year we moved up to the Targa class in the 240Z we had some mechanical problems that made for a week of little sleep and lots of frustration. I lost the brakes on one of the town stages, which was terrifying, but we survived. Later in the week the motor went south, but the car managed to limp over the finish line.

Neil: See my earlier references and if you want to know more set aside a week and we will talk. *(Editor's Note – that's an invitation! Go talk to Neil and Kevin in the paddock – they're extremely friendly!)*

DD: What other cars have you raced, restored, enjoyed? Can you tell us a little about those?

Kevin: I have a 1995 200SX S-ER and a 2004 350Z as daily drivers and for lapping days. My co-driver Stephen graciously lets me use his Subie STi for winter rallies and of course dad occasionally lets me take his toys out.

Neil: I have had opportunity to drive my friend, Vern Dale-Johnson's 300+ BHP Morgan Plus 8. I noticed that Viper drivers really dislike being passed on the straight by this funny old English car! Kevin's 350Z is a boot to drive on the road and on the track! I hate to get rid of good cars. My 990 Seven, 1987 944T and 1971 240Z have all been to Targa and many other

competitions as well. They all have a very nice used patina about them. Even my wife Ruth's 2.7 A6 six speed has had track time. BTW she rented me a Ferrari for a day for my 50th birthday! What a sport she is! Life is good!

DD: How do you find working as a Father/Son team? How do you coordinate driving/working on the car, transportation etc. (Any other interesting insights on how to work as a family team?)

Kevin: We'll let you know when we figure it out!

Neil: Dad is still a three syllable word. He still needs a lot of help wrenching (though not wrenching)!

Other

DD: What other events have you been involved in that you've felt were significant or just plain fun or memorable?

Kevin: I think the Ontario Winter Rally is an absolute blast. Driving on snowy roads in the middle of the night in Stephen's STi is pretty unreal. I can't wait for next year.

Neil: Of course our two eventful years in Targa were almost too memorable... but it looks like we are going back for more! Winning the CASC National GP Sports car championship in my novice year in 1976 was pretty good. Going upside down in the Tall Pines Rally at 2AM and then discovering how much dirt and dust you had on the floor was pretty memorable too. Especially when we rolled the Datsun 1800 back onto its wheel and finished the event with broken windshield, headlights but not diminished determination.

DD: Any other stories/adventures/notes that might be of interest to Z car fans?

Kevin: A friend of a friend allowed me to drive his new Carrera GT. It was a religious experience.

Neil: A friend of a friend of Kevin's allowed him to drive his new Carrera GT. It was a religious experience. Live, love, laugh, and RACE whenever you can if only vicariously through your children!

DD: Any other big racing plans for 2006? Where can we find you this season?



The Loose Tools 240Z patiently waits on the Group 70+ grid at the VARAC Vintage Festival

Kevin: We're planning on doing all the VARAC Group 70 weekends at Mosport, the support race at the Toronto Grand Prix and hopefully the Zippo Weekend at The Glen in September. See you there!

Neil: I am going to watch Kevin getting better & better and have some fun myself.

Bits 'n Bites – Neil

Years Racing:

Slalom 1971 off and on to present
SDT rallying 1971-1978
Circuit racing 1976 (Canadian GP National Champion) -1977
Stage Rallying 1978-1979
Solo 1 1990-1994
Lapping days/instructing, when possible
Targa Newfoundland 2004-2005
First year VARAC G70+ 2006

Favourite Race Car: Porsche 917
Favourite Race Car Driver: Gilles! Keke Rosberg a close second.

Do you prefer ChampCar or IRL? Neither

Formula One or NASCAR?

Duh, too dumb for opera, too smart for NASCAR

Do you prefer the thrill of the racing strategy or completing fast, smooth laps?

Completing any lap is very, very good.

Would you rather race a new 350z or your current car?

I have had a chance to drive Kevin's 350 at the VARAC test day at Mosport last year. I have to say it was very good. The 240Z in comparison is very uncivilized but more exciting. Now if you mean by my current car you include any "trackable" car I own, my Caterham Super Seven with 9" slicks and a strong motor presents one with a papal sense of infallibility on the track. I

suspect similar to a formula car sensation. I would choose my Seven, then the 240Z then the 350Z in that order.

Favourite Track?

Nurburgring. We only managed two hot laps in my new, in 1987, 944T with Kevin navigating from the front passenger's seat and my wife and other son Derek squished in the back. Even so we got going close to 250kph with luggage and all!

Do you like driving the car or working on it?

Driving wins hands down but I feel like the 20%-80% rule applies a lot when you are talking about pushing entropic machinery around in competition.

There is a great satisfaction in seeing the machinery you have personally worked on go really well..... I've been told.

Racing Ambition?

Live, love, laugh, and RACE whenever you can. Remember, You are a long time dead!

Bits 'n Bites – Kevin

Years Racing: This is my first year!

Favourite Race Car: Porsche 917 or a Lotus 49.

Favourite Race Car Driver: I always thought Hans Stuck was pretty cool.

Do you prefer ChampCar or IRL? Champs, you need turn right and at least lift off the throttle!

Formula One or NASCAR? I have not missed an F1 race for 11 years.

Do you prefer the thrill of the racing strategy or completing fast, smooth laps: I have no strategy, so I guess (hopefully) fast smooth laps?

Would you rather race a new 350z or your current car? I'd love to race my 350Z, but I need it to get to work!

Favourite Track? Spa. Watkins Glen, Mosport and Mt Tremblant are also tied for my favourite track I've driven.

Do you like driving the car or working on it? Driving. I hate bashed knuckles!

Racing Ambition? Drive as many great tracks as I can. And in as many cool cars as I can.

OZC MEMBER PROFILE – “RACER” RICK HIGGINS

By Malcolm Haylock

The BMEC 56th Annual Spring Trophy Races marks the debut of the a new team – **PRODIGY MOTORSPORTS**. Team owner/driver Rick Higgins has just completed rebuilding a 1989 Camaro (Ex Players Challenge car).

The #33 Camaro will be competing in CASC-ON GT-B races and in the PureSports V8 Challenge series.

Rick, a long time competitor in the old GT 2 racing series back in the 90's, last raced at Mosport at the 2000 Vintage Festival. Driving the Track Dog Team 1971 Datsun 240Z, he captured the Harewood Acres Memorial Trophy race. This race was one of the most thrilling races of the weekend with the lead changing several times each lap between Rick and a competitor from the USA driving a Lotus Super 7.

Rick was a regular driver for John Davis, Desom Racing Team driving the 1965 Cam-Am Astur, powered by a Ford 289 V8. Rick and John competed throughout the 90's at many VARAC

and SVRA vintage events which include; Mosport, Watkins Glen, Road Atlanta, VIR, and Laguna Seca. Rick more recently has been involved in racing as a key crew member and driving coach for Diane Dale and the Track Dog Team.

Rick was also the chief driving instructor for the Ontario Z Car Club (1995-2003).

Rick and Prodigy Motorsports Camaro #33 are sponsored by:

Pennzoil Lubricants of Canada
NAPA Auto Parts of Canada
Performance Unlimited of London ON
REM Canada and Race Gearbox, both divisions of Houseman Autosports, London ON.



MEMBERSHIP FORM

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

First Name: _____ Last Name: _____

Address: _____ ☐ Address Unchanged

City: _____ Province: _____ Postal Code: _____

Home Tel: (_____) _____ E-mail: _____

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

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

Classification: ☐ Stock ☐ Modified ☐ Race

Interests : _____

Cheque enclosed, payable to: **ONTARIO Z-CAR OWNERS ASSOCIATION** ☐ \$45 - One Yr Membership Dues
3044 BLOOR ST. WEST, BOX 503
TORONTO, ONTARIO M8X 2Y8



A Podium Finish at 3 hr Sundown GP for GT Cars - May 25, 2006

By Malcolm Haylock

Rick Higgins along with co-driver Rod Harris in the Prodigy Motorsports #33 IROCZ Camaro successfully completed the Sundown Grand Prix for GT cars at Mosport International Raceway this past Saturday, May 20, 2006. They finished 9th overall and 3rd in class 3, completing 96 laps.



Prodigy Team for this event (left to right): Tyler Harris, Christian Fletcher, Christine Mulawka, Rick Higgins, co-driver Rod Harris, and Malcolm Haylock



The team had another very successful weekend of racing at Mosport International Raceway. The car again ran flawlessly, doing everything the drivers asked of it. On Sunday, Rick competed in the Ontario GT race where he completed the weekend activities finishing 4th overall and 2nd in class, just missing his second podium finish of the weekend.

56th Annual BEMC Spring Trophy Races, May 13 & 14, 2006 Mosport International Raceway

By Malcolm Haylock

Well, a new racing season has started. Diane Dale in her Whitehead's Performance sponsored Datsun 240Z is running with a new 240 motor built by Tony and Whitehead Performance.



Greg Whitehead enjoys his first test drive
of the 2006 season in Diane Dale's #13 Datsun 240Z

As is often not unusual, the weather was not at its best for the first race weekend of 2006 – that's Mosport for you—even though for several weeks prior to this weekend we had been enjoying some early summer weather. Well the weatherman saw fit to order some, cool, windy, and occasionally wet weather for the races this weekend. Fortunately the practice, qualifying, and races were all held in mainly dry conditions.

In order to get more track time, Diane registered in her normal VARAC G70+ race in the GT-G class (classes within G70+ are new for 2006) as well as the Ontario GT race in the GT-C class.

Two other Z's competed this weekend in the VARAC G70+ series. Once again Rob McCord was back in his #53 BRE look-alike (John Morton) Datsun 240Z and Neil & Kevin Young were competing in their #48 Datsun 240Z. Neil and Kevin's Datsun had a number of major issues on the weekend. While the car ran fast, initially Neil had a rear differential failure. Then on Sunday, a clutch/flywheel self-destruct did a lot of damage to the crankshaft and gearbox, with some shrapnel going through various pieces of the body!

Diane was very happy with the new engine and recently revamped suspension – so much so she was barely slower with her 240 engine than with last year's higher horsepower 280 motor. Her fastest lap of the weekend was a 1.39.769 lap!

In Saturday's G70+ race, Diane had an excellent 7th overall finish with 1st in G70-G, ahead of both the #48 and #53 Datsun's. In the Ontario GT race, she finished 15th overall with 1st in GT-C class.



Diane Dale at speed on the front straight



Rob McCord coming out of Turn 10 in his #53 Datsun 240Z.

On Sunday, Diane had similar results. In the G70+ race, she finished 10th overall with a 1st again in G70-G. Diane had to rush from the podium back to the mock grid to compete in the final GT race of the weekend for Ontario GT race where she finished 18th overall with 1st in GT-C class. So once again, she was back on the podium to collect more hardware!

It was an exciting end to a great first weekend of racing at Mosport for Diane. Diane's next challenge is to try and win the


GT-C and G70-G season championships.

So if you want to see some good driving and competitive Z Cars in action, come on out to the CASC-OR (<http://www.casc.on.ca/events.php>) events this summer at Mosport International Raceway (www.mosport.com). Complimentary non-CASC-member tickets to many of these events can be downloaded for printing from <http://www.casc.on.ca/comptkt/>.



Neil & Kevin Young's #48 Datsun 240Z has an unfortunate end to the weekend's racing riding on the flatbed back to the pits.

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Diane Dale and her crew chief Blake Nancarrow proudly displaying the rewards for their hard work. Congratulations!

MONTHLY MEETING MINUTES—COME ON OUT & JOIN IN

Ontario Z- Car Western Meeting Minutes Wednesday May 10, 2006 Combined East & West Meeting at Montana's in Milton

28 Members, 11 Zeds & 1 Datsun 510

1. Introductions and welcome by Mike Lambert – because we had so many members and the bar was rather noisy, Mike suggested that we meet outside around our cars.



Now, isn't it better to meet like this?

2. Events – Mike discussed the recent swap meet and thanked Greg Whitehead for hosting the event. Mike briefly reviewed the upcoming events and suggested members should check the Zedline and especially the website to find out about what is going on in the club - additions and cancellations.

3. Zedline Report - Howie Yoshida indicated that Zedline would be in the mail soon. The club applauded his efforts with the Zedline. Thanks again Howie.

4. Treasurer Erle Strauss asked for volunteers to solicit advertising for the newsletter. He felt that if we all made an effort we could generate some cash to help offset costs.



Zeds rule the parking lot

5. Presidents Report - Terry Weston discussed the restructuring of the membership dues. More information will be put in the next issue of Zedline.

6. 50/50 draw – Bill won \$70 in the 50/50. Lots of door prizes were won also. Thanks again to Terry Weston for generously contributing a case of Mobil oil as a door prize.



Who are these guys?

7. The rest of the evening was spent with our Eastern brothers talking about cars and getting re-acquainted. Great night!!!!

8. Next Western meeting is the June 8th Show and Shine at the Westmount Mall, London to be followed with a BBQ at the Radoja's.

On an unfortunate note, Michael's transmission locked up on him again and he had to arrange a ride home.

Minutes by Pete Radoja



The CAA Gold card, Priceless!!

MONTHLY MEETING MINUTES—COME ON OUT & JOIN IN

Ontario Z - Car Eastern Meeting Minutes Route 66 Sports Bar & Grill, Toronto Wednesday June 7, 2006, 7:30 pm

OZC Executive Present: Howie Yoshida Newsletter

The monthly Eastern meeting was held at Route 66 on Wednesday April 5, 2006 and was chaired by Howie Yoshida as the lone Excom member present.

There were 16 people present including 1 guest. With the great weather on hand, there were 10 Zeds out and one 510 Wagon. Update Past Events - Howie

2007 ZCCA Convention - Howie had talked to our President Terry Weston who just got back from Texas on Tuesday where he attended the ZCCA convention. Terry drove down and back all by himself and was so tired he parked his Zed and didn't even want to look at it for a few days. Terry did say he had a great time, especially driving at the Texas Motor Speedway where NASCAR runs. Brian Gracie and his wife Karen, also drove down and back in his 240Z. Look for highlights and pictures in Zedline.

May 10 Joint East-West Meeting - The May meeting for both chapters was held at Montana's Restaurant in Milton. It was very well attended but the restaurant was so loud we couldn't have a meeting inside so we all convened in the parking lot afterwards to do business. It was good to get together with both chapters socially.

Wine Tour - The wine tour through the Niagara Escarpment that Steve Karniej held was the previous Sunday and it also went very well. JP was there and provided a brief update. We hope to have a feature for this event in Zedline too.

Autocross Event with HADA - Howie reported on the second autocross event sponsored by the HADA club that was run on May 27. We had a few more Zeds out this time, Howie was joined by Steve Stockhill, Brian Scarlett and his sons too. They had a good time and may attend future events there.

2. Upcoming Events

Show 'n Shine, Jun 8 London - The Western Chapter is holding their June meeting at the Westmount Mall where there is a car show on. Members attending are also invited back to Pete Radoja's house afterwards for refreshments. Unfortunately, due to being a mid-week event and in London, there would likely be no presence from the Eastern Chapter when it was asked for a show

of hands for anyone planning to attend.

Drag Event #1, Jun 24 St. Thomas Dragway - The first of our 2 drag events is coming up on June 24. Trophies are based on total points scored in both events so even if you miss the first one, there is still a chance at the second event to win one.

Z-Fest, August 26, Christie Lake Conservation Park - A flyer with some of the details will be in the June edition of Zedline. Organizing has started and many volunteers will be required to help out with our premier event of the year. Contact any member of the Executive Committee if you can help.

3. 2007 Membership Proposal

Details of the new membership proposal were in the Mar/April issue of Zedline for all members to read about. Howie asked if there were any questions or concerns to be addressed from those present at the meeting. None were raised.

4. Zedline Update - Howie

As is always the case, Howie was asking for articles of interest or contributions from members attending any club events. It is always good to hear from a member's own experiences at these events. Hopefully, others will then be encouraged to attend some of them and write something too.

To try and reduce Zedline publication and postage costs as much as possible, a number of things have been changed. Howie is now distributing Zedline electronically by e-mail to some out of province clubs and those in the US that we exchange information with.

New advertisers are being solicited and signed up to buy ad space in Zedline. Their purchases of advertising space has made a significant contribution to help offset our costs for printing and postage etc. Any member who knows of a firm that may be interested in buying ad space in Zedline is asked to help out. Contact Howie for rates and further details.

5. Technical Discussion - Nigel

Nigel had brought some parts that he had learned to fabricate for the intercooler he planning to install in his Zed. Details were provided but a lot of the project background has been posted on the OZC forum so have a look to find out more about his most interesting project.

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

Western meetings are held the second Wednesday of the month. Meetings alternate 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 and stay on Exeter Rd. Go through the light and Alaskan Fish & Chips is on your right (north side). If you reach Wellington Rd., you have gone too far.

From the west—take Wellington Rd. north. Turn right (east) onto Exeter Rd. Look to your left (north) . Alaskan Fish & Chips will be visible.

Ernie's Roadhouse, CAMBRIDGE

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

401 to Cambridge, off 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

(Victoria Park & Eglinton)



6. 50/50 Draw - Wes

Wes Hore was on hand to sell tickets for our 50/50 draw. The lucky winner of the \$30 cash prize this time was Bobby Kara. The additional car care prizes were won by Bogdan Kurek, Eric Z and Edmarc. Thanks to Wes for making it profitable for members coming to our meeting.

7. Car Show Tonight

As an added bonus, the Antique & Classic Car Club of Canada was having their own Show 'n Shine in the parking lot at Route 66 during our meeting. They allowed us into the show to show the vintage Zeds and even the 350's. They were selling their own 50/50 draw tickets and you guessed it, Bill Husar won a prize, a gift coupon for Route 66.

The next regularly scheduled Eastern meeting will be on Wednesday July 5th, at 7:30 pm, Route 66 Sports Bar & Grill, Eglinton Square Shopping Centre, Victoria Park & Eglinton.

Come out and join us.

Minutes recorded by Howie Yoshida

Ontario Z- Car Western Meeting Minutes Thursday June 8, 2006 Westmount Mall, London

Well for the second year in a row, threatening weather held off and the sun shone on the 15 Zed cars that made it to the Westmount Mall Show 'N Shine. This gathering was in place of our regular June Western Chapter Meeting. We had a great turn out and the entire spectrum of Zed cars was represented from cars that were at the beginning stages of restoration/modification to show winning and completely tricked out 350Zs. We had quite a bit of interest from the other show attendees and having a full row of Zed cars lined up made for an impressive display.

The evening continued as this shiny line of imports snaked into Pete and Sue Radoja's unsuspecting neighbourhood. This area

of London must especially hate our kind of car as the city fathers have created mammoth "speed humps" every 65 feet apart, all over the place. There are hundreds of them it seems and this created a bit of an obstacle for a few of the cars that are so low.

Pete and Sue again were most excellent hosts and we were treated to a bar-b-que, snacks and drinks in their home and picturesque back yard. Nearly every member at the show 'n shine came back to the house and no one was in a hurry to leave. It was a great evening and again what this club is built upon. We build friendships as we build these cars and the times together at the track or on a wine run are first rate.

A special thanks to Pete and Sue for their hospitality and to Pete for organizing the whole evening. Also, thanks to the members who brought out their cars and braved the rain on the way to London.

Minutes by Michael Lambert



There goes the neighbourhood!

2006 Z-CAR CLUB of ROCHESTER AMAZING COLOURS FALL FESTIVAL!

Here are some of the highlights, full details and pictures are available at the ZCCR website at www.zccr.net.

The tradition continues, ZCCR is preparing for another weekend of entertainment, friendship and an amazing tour through the finest Scenic area of New York. Our ZCCR AmaZing Colors Fall Festival is set for Sept 29, 30 & Oct 1.

The event is hosted by the R.I.T. Inn and Conference center located on the outskirts of Rochester. Register Friday afternoon and join the Icebreaker reception with hors d'oeuvres and refreshments (including a special draft from a local craft brewery and interesting wines from Finger Lakes regional vintners).

Saturday, cruise through some truly spectacular areas of our Finger Lakes region. Time will be available on your tour for stops along the way at wineries, a brewery, interesting shops and with the opportunity to immerse yourself in the brilliant colors of fall. After, join in a Post Cruise Reception with cash bar. The evening will be capped off with a buffet dinner and charity auction event. We'll have plenty of opportunities to bid on Z car parts, gift certificates and memorabilia.

Sunday, prepare for the car show. There will be the usual people's choice voting with trophies for several categories. This is a weekend for sharing and having fun. Here is the venue to enjoy the common thread we all have. See your friends and the beauty that nature will provide in the colors of the foliage.

Registration is \$60 (US funds) per attendee for the weekend which includes a Friday Ice-Breaker reception, the cruise activities, a Post-Cruise reception (cash bar), dinner at the charity auction event and then the car show Sunday!

Check out our host hotel here: <http://www.ritinn.com/> ... The rooms will be available for \$79/night for a king or two-double arrangement. Originally built as a Marriott hotel, it lacks for nothing.

If you have any questions feel free to contact Mike Noonan or Frank McGinley, the event co-chairs again this year!

Mike Noonan, E-mail: gotmoxz@frontiernet.net

Frank McGinley, E-mail: fmcginl1@rochester.rr.com

MISSION: ZED WINE TOUR

by Steve Karniej

Consider this: It's the middle of winter somewhere in southern Ontario. The snow is flying and all (most) Zed cars are safely stowed away, waiting for deployment sometime in the seemingly distant future (Springtime?). A delegation of Ontario Z-Car members was conducting a well advertised caucus at a secure location (bar). The newly elected OZC Executive had issued an edict to increase the number of activities available to the club members.

One of the activities suggested was to have another wine tour, similar to ones that were organized in the past. The only thing required was a volunteer to organize this mission. I put up my hand. "Steve, if you should choose to accept this mission, we do have some material from previous wine tours that may help you, other than that, do what you like. This message will.....have another beer." Right away, I started to envision all the possibilities of organizing a tour through the Niagara Region wine country.

But in the middle of March, I accepted a position with a company based out of Kansas City, Missouri which required me to travel there for two weeks at a time, then home for the weekend and back again. Thoughts of the wine tour were always on my mind while I was away. Driving through the Niagara escarpment area has always been a favourite pastime but the question was which route to take? Being away from home didn't help the cause but eventually the tour was planned for Sunday June 4th.

After being away for three weeks, I finally arrived home from San Francisco on Friday June 2. The Z Wine Tour was on Sunday! Saturday, I decided to take my '78 280Z for a spin along the route I had mapped out. On the return trip the car began to sputter and I barely made it home. Unfortunately, there was no time to fix the problem, so I was resigned to the fact that I would be doing a classic sports car wine tour in my Chrysler family sedan, to add insult to injury, the Chrysler is a 4 door. Fortunately for me, my good friend Jason Riley offered his 2 door '75 280Z to use for the tour. His gesture was greatly appreciated and it definitely enhanced the experience.

The day of the Z Wine Tour had finally arrived and the risk of rain threatened to cloud the event. When I arrived at the Tim Horton's parking lot in Stoney Creek, three Zeds were already there. After the mission briefing was conducted, the convoy of 13 cars deployed. The first leg of the tour took us along Ridge Road along the top of the Niagara escarpment where the entourage was rewarded with views of the scenery and fine homes. We arrived at Vineland Estate Winery and experienced a structured wine tasting and the chance to purchase some fine wines and accessories.



Enjoying the view at the top of the Niagara Escarpment

The group collected itself once again at Vineland for the next destination, lunch in the town of Port Dalhousie. This leg of the journey took us through some very interesting twisting roads down through the escarpment. A brief gas stop in Fonthill drew the usual Zed car comments from spectators. We continued the drive along Hollow Road, past Short Hills Provincial Park, down into St. Catharines and on to Port Dalhousie in the bright sunshine. The group had the chance to try pubs or restaurants of their choice in the town.



Finally, a wine to taste

After lunch much of the group disbanded but 5 cars decided to forego the next official stop and just head to Niagara-on-the-Lake for some touring and shopping. The drive there was pleasant and once we arrived in town, everybody went their own ways to experience some of the shopping. By now the tour had ended and after giving directions, it was time for me to head home.

Driving back to Hamilton along the QEW gave me a chance to reflect on the day. Priceless, mission accomplished!



Coffee & mission briefing at Timmy's before hitting the road

Zed Wine Tour continued....

Part 2 by Erle Strauss

On a cool Sunday morning, Tom Dickson came to my house and we went together in my newly renovated 1996 300ZXTT. Tom's "Z" is still in his garage being restored; hopefully, he will have it finished for 2007.

This was a nice drive through very winding secondary roads from the Stoney Creek area, along the Hamilton escarpment and out towards Niagara-on-the-Lake. We stopped at our first winery, Vineland Estates. Our group listened to a 30 minute presentation then we had some wine tasting of their new wines and shopping time. I was very impressed with their house that was professionally set up to sell their products plus the education information on the wines available.



In front of Vineland Estates

From there, we went over The Welland Canal to have lunch at Port Dalhousie which is at the mouth of Lake Ontario, just north of St. Catharines. This was a very busy place for tourists, especially on a warm Sunday afternoon. It was very nice to have spent lots of time socializing with the members from the Western Chapter and their wives.

Tom & I went to Niagara-on-the-Lake to visit my brother where we spent time talking about our Zed cars plus his English sports cars that were being restored there.

I hope there will be another Wine Tour in 2006 or next year. Thank you Steve Karniej!!

PS. Maybe the next Wine Tour will have a place that we can all eat together and socialize!



Lunch at Port Dalhousie

Part 3 by Bill Chan

The Wine Tour was a great hit, we had just over ten cars altogether and the weather was nice too. There were even three new couples that came out that we had never seen before!

Some of the Zeds and people that I can remember are: Gerry and his wife with a gold '87 300ZX Turbo 2+2, Karman and his wife in a toffee yellow (same color as Frank's 510 wagan) '71 240Z and a green 240Z whose driver's name I can't remember, sorry about that! Others out that day too were David Whittaker's orange 240Z, Pete Radoja's '84 300ZX Turbo and Steve Ross's 350Z.

EVENTS! EVENTS!! EVENTS!!! for 2006

****Important** Check the OZC Website for updates and changes to this schedule.**

August 2 - Eastern Meeting at Route 66

August 5 - Lapping Day at Mosport DDT with OMSC

August 9 - Western Meeting in London at Alaskan Fish 'n Chips

August 26 - Z-Fest, Christie Lake Conservation Area, Dundas

August 28 - Deadline for submission of articles for the July/August issue of Zedline

September 6 - Joint East/West Meeting in Milton at Montana's Restaurant. **No Eastern meeting at Route 66 this month. Same thing for the Western meeting too. See you ALL in Milton!**

September 17 - Lapping Day at Mosport DDT with OMSC

Sept 23 - St. Thomas Dragway, Meet #2 & dinner in Port Stanley

MY FIRST TIME AT AN AUTOCROSS EVENT

By Steve Stockill, '72 Yellow 240Z

It was Saturday May 27, 2006, the sky was blue, the sun was shining, not a cloud in the sky....a great day for autocrossing!

The HADA club held the second event of their "Take it Off the Streets" autocross series at The Power Ade Centre in Brampton. Howie Yoshida, our Zedline Editor mentioned to me at the May joint East/West meeting in Milton that he had signed up for the series. He encouraged me to come out, see what it was all about and to give it a whirl. Since I had never tried anything like this before, I was a little nervous, so I invited some good friends along for support and to join in the event.

Close friends Bob and Glenna French brought their Audi A4, Brian Scarlett and his 2 sons Ian and Eric came out with two beautiful Zeds, and of course Howie was there to show me the ropes.

I had a few butterflies before my first run of the day but as soon as I hit the first corner my nerves turned to adrenaline and I was instantly hooked. I couldn't wait to get out on the course that was laid out, make some more runs and improve my time.



Brian Scarlett & sons, Ian & Eric are regular participants



In the line up and raring to go



Howie , ready & waiting for his turn

Throughout the day, we all helped to provide marshalling duty during the runs, saw some awesome cars and some really good spin outs, including my slide through the stop box (which my friend Bob just happens to have on video!).

When the day was done, I had improved on my original time by over 6 seconds, the only damage that happened was a small bulge in one of my tires sidewall and a bruised ego after the "stop box" incident.

Big thanks to Howie for the invite and the driving tips. I can't wait for the next event in Brampton which is Saturday July 8th. If you have never tried this, you HAVE TO, it's the most fun you can have in your car...with clothes on!



Remember, eyes up, unwrap the wheel, gas, gas, gas

CARMAGEDDON continued.....

Part 3 by J.P. Matte

The opinions in this article are mine and mine alone. In no way should it be inferred that they are, or might be a reflection of the club's position. Simply put, this is a recounting of a recent negative experience and the conclusion to my previous article in the December 2005 Zedline about the ongoing restoration of my Zed.

The Good: Much good straightforward and custom work was done at a decent price.

The Bad: Much of that work had to be re-done.

The Ugly: Some of the work re-done was charged for. Some would not be done at all. Ultimately I was blamed for it.

I want to start this a little differently than usual. Let me start by saying that the car is well on its way to being a finished vehicle but that I am still working through a few serious issues. I would also like to mention that as I had written in my last article, I was generally pleased with the way the car turned out. In the article and in conversations with fellow Z enthusiasts, I have vaguely alluded to issues that needed to be resolved. I never went into any great detail as I felt that this might be unfairly prejudicial. Needless to say, I feel free to speak about this now.

More to the point, when the car was finished, there were things which later emerged which needed to be fixed. Mo (Rasheed Mohammed) had told me, "Just let me know and I'll take care of it". I felt that as long as there was service after the sale, that all would be fine. To an extent that was true. Unfortunately, when many things are in need of being worked on, it necessitates more than one trip back to the autobody shop. As I was to eventually find out, there seems to be a limit to how many times you can go back regardless of the number of problems one might encounter.

The Issues:

Sand or grit had gotten into the paint in a variety of different areas on the car. I had problems such as blistering of the paint and discovered missed bodywork imperfections which were painted over without being repaired. These issues were pointed out and corrected. I paid for the cost of the paint to have this done. I had gone to the trouble of having many of the hood and a few other panels, soda blasted. They were down to the bare metal. This process exposed problems with the car's hood. Specifically, both front corners of the hood were bent downward and the right front needed to be built up with body filler. There were also quite a few dings which needed to be filled in. When the hood was being re-

painted and the extra paint hid many little imperfections, none of the above mentioned items was dealt with.

I am going to have to find someone else to repair and paint the hood. The rear hatch sill was re-painted and it was done quite nicely. But the two end corners of the hatch opening were never repaired despite quite obviously needing to be corrected. I ended up fixing this on my own.



The concept of me doing bodywork on a car which just came out of the shop struck my next door neighbour, who dropped by to see what I was up to, as being quite odd. I would have to say that I agreed with him. When he popped in, I was working on correcting yet another issue.



This was something I pointed out to Mo when the car was still in the primer stage. The driver's rear section of the car where a metal panel insert goes in to finish up the taillight area, would not accept the panel which was to be installed there. It turned out that the bottom radius was not a radius at all but a diagonal, an obvious problem.

I didn't notice that it had not been corrected until I went to install the rear fascias on my car earlier this year. Once again, I brought this to Mo's attention and he said, "What do you expect me to do



with that?". He then went on to say that he would fix this for \$100.00. This offer, despite the job clearly not having been done right in the first place. Mo explained that it was a complex job to do this correctly, as 3 body panels were involved.



radius. No complex body work was involved, though I must tell you that taking a grinder, even a small one, especially to a newly painted vehicle, was the kind of excitement I can do without.

The real excitement starts in Part 4 which will likely appear in the next issue of Zedline. Part 4, The Ugly, will address the two biggest challenges, the hood and the widened rear quarters. As you can tell by the absence of my car at meetings, that saga has not yet reached its conclusion.



I saw it differently. I ended up repairing this myself as well. It took about 90 minutes of work to get it done. I took my mini grinder and ground the excess body filler from a diagonal into a

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A black and white photograph of a 1971 Fiat 500 car. The car is dark-colored with a light-colored roof and is parked on a paved surface in front of a stone wall. The license plate reads "ADF 237B".

PROJECT DATSUN 240Z

FOREWORD

This is a continuation of a series of articles about the building of a Datsun 240Z racecar. This project has been ongoing for the past year and a half 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 fourth year as President. This Project Datsun 240Z series of articles has appeared in the OMSC newsletter each month over the past year or so.

Zedline Editor

Project Datsun 240Z - Part 5 - On a Roll!

by Phil Amshad

This month, work continues on the chassis. Last month, a large portion of time was consumed with the removal of the remainder of the unibody.

Approximately one month was spent on fabricating the perimeter of the chassis so that the outer skin of the car would remain in the correct alignment. It may seem a little excessive, but this will save a lot of time as the shell nears completion.

Section F.4.b. of the 2003 SCCA GCR's, chassis and bodywork states, *"The purpose of the following rules is to maintain recognizable external features of the manufacturer's make and model, while providing necessary safety and performance modifications."* *"The original roof, windshield pillars, and angle of the windshield shall be maintained."* *"Standard grills, window openings, rain gutters, or approved facsimiles shall be retained."* *"Overall width of the vehicle/rocker panel measured at the door sill must remain stock."* *"The firewall and floor may be replaced with aluminum alloy or steel provided they remain in the same location as the recognized model. Firewalls may be modified or notched for installing headers, or carburetors, or to allow engine relocation as authorized by these rules."*

draw back to this material is its weight. 1.500x0.095 DOM weighs 1.426 lbs/ft. I have also chosen to build this car with a "halo" bar instead of two front legs as found in my VW. The curvature of the front windshield and the fact that CSC Racing Products bent the bars up to my specifications without seeing the car dictated this style of cage.



If you are wondering which style of cage is stronger, I do not have the answer. I am also not in any hurry to find out. Once completed, this cage will extend into the engine compartment and the rear clip. Pick up points from the suspension will also tie into this structure and a fuel cell guard will complete the assembly.



With the perimeter of the central section completed I have shifted over to the construction of the "Driver's Survival Cell", or roll cage. Both SCCA and CASC dictate that the minimum tubing size for a GT category automobile weighing between 1500-2500 lbs is 1.500x0.95" DOM. DOM, or Drawn Over Mandrel is a seamless tubing having a consistent OD, (outside diameter), and ID, (inside diameter).

To achieve this, ERW, (Electrically Resistance Welded) tubing is re-heated to a near molten state and then forced under pressure over an inner and outer die. This forces the grain structure of the steel to interlock and the ERW witness line to disappear. The one

Next month work will continue on the cage. Component dimensions and placement will also be factored in, and with any luck the calculations for the position of the wheels should be started.

Project Datsun 240Z - Part 6 - On a Brake!

by Phil Amshad

In the last issue of the project, a large portion of time was spent on the removal of the unibody floor and the installation of the perimeter of the central chassis. Shortly after that article was written, the gun on my MIG welder started to leak Argon past the o-rings. The Argon acts as a shield and a coolant and without this, the gun overheated. I have not had an opportunity to source a replacement so once again I have had to shift focus. However, I did manage to partially fabricate the front clip and a picture is included here.



This month I have decided to finalize some of the components that will make up the braking system. The front brakes will consist of an 11.75"x1.25" Wilwood Ultralite steel vented rotor. These rotors are made from long grain carbon cast iron and are mounted by 8 through bolts on a 7" diameter and weigh 8.8 LBS. The rotors will be bolted to a CNC machined hub made from 7075-T6 heat-treated billet aluminum. Wilwood Billet Superlite differential bore calipers will provide the clamping force. These 4 piston calipers weigh in at just 3.75 LBS.



In the rear, 11.75"x0.81" rotors weigh a scant 8.1 LBS. Both front and rear rotors are straight 32 vane designs. The rear calipers

are an update of the Wilwood caliper that I run on the front of my Fox. This unit is also a 4 piston fixed design, but is forged from billet aluminum rather than machined from a billet extrusion. This design is said to be much more resistant to flexing, although I did not experience any problems with the older version.

The rest of the braking system is from Tilton and is comprised of their Remote Master Cylinder Kits. I have chosen a 13/16" (21mm) front master, a 7/8" (22mm) rear and a 5/8" (16mm) clutch master. A remote brake bias cable and balance bar will also be incorporated. I will also require a pair of 2 LB Residual Pressure Valves for the brakes due to the master cylinders being mounted lower than the calipers. Williams Performance Friction F1 brake pads in the 110 compound are the pad of choice for both the front and rear.

You may have noticed that I have not mentioned a pedal assembly. I have spent a great amount of time trying to source a reasonably priced floor mounted 3 pedal assembly. Unsuccessful, I have decided to fabricate a set from extruded aluminum. Disclaimer! I do not recommend that anyone try and duplicate this without the proper material analysis, welding and fabrication expertise and engineering knowledge. The pedal cradle will be machined from a solid aluminum extrusion measuring 12"x6"x4". The brake and clutch pedal are formed from 1.00" square extruded aluminum tubing with a wall thickness of 0.120". The accelerator pedal will use slightly smaller 0.75" square tubing with a 0.065" wall thickness. All three pedals will pivot on two bearings each, and the pedal ratio will be 6:1. Each pedal will be finished off with a cast aluminum, non-slip pedal pad that will have multiple mounting positions for driver comfort. A follow-up article will include the force calculations and the complete build-up of the



pedal assembly.

Next month, I plan to be back to fabricating the chassis. Calculations for engine placement and angle of installation (lean over) should also be started. So until next time, keep your car and yourself safe and we'll see you at the track.

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COMING UP IN THE NEXT ISSUE OF ZEDLINE.....

- St. Thomas Dragway Event #1, results & standings
- Z-Fest 2006, who was there, car show results, winners, pictures, pictures
- Project Datsun 240Z, Parts 7 & 8
- Carmageddon, the final chapter
- A near death experience by Frank Roggeband
- Trackside, another exclusive feature from Diane Dale
- Report from the Canadian National AutoSlalom Championship
- And many more.....

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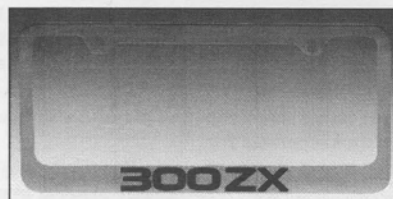
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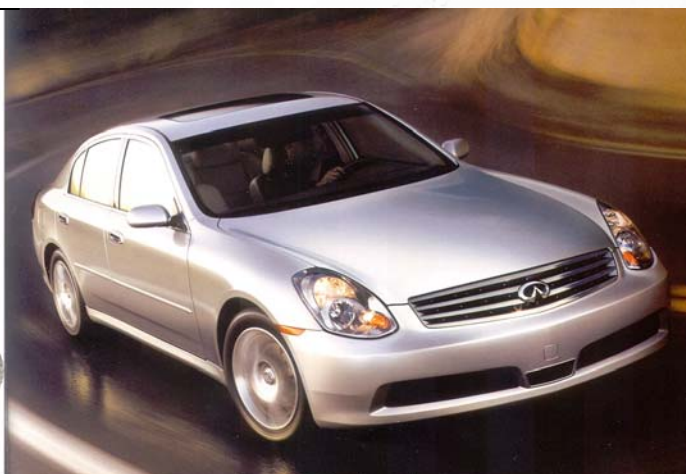
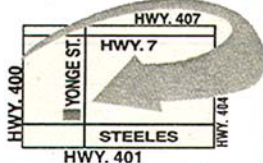
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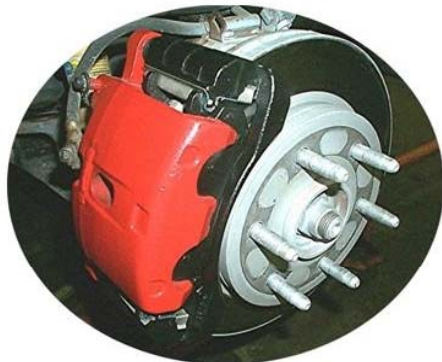


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