

ISSUE #4 JULY/AUGUST 2006

Bi-Monthly Publication



ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993

Z-FEST REPORT Part 1



ZEDS at the DRAG STRIP Meet #1

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

Prez Sez

We managed to make it through Z-Fest all in one piece. It certainly was a learning experience and one that will make the next committee all the wiser. Overall, I was quite pleased with the venue and the members who along with some of their family, volunteered their time in making it a smooth day for all who showed up. We ventured into the food catering business for the day and to say the least, we slightly underestimated the amount of food we needed. Thank-you Pete Rodoja for making several trips to stock us back up again.



This year's event made money and that is a bonus but the key thing is that we were able to get a large collection of fantastic cars together, some from Rochester, Boston and even Texas. Reacquainting old friendships and making some new ones is great because in our hectic schedules, sometimes it's just nice to kick back and enjoy life for the day.

We will be doing a survey examining this year's Z-Fest and how we can make it better and easier to do and what you expect from this type of event. While fresh in my mind, I have written a Z-Fest Event Guideline with the help of Nigel's draft from last year's event that includes processes, contact information, awards made, forms & how many volunteers are required to run a smooth event.

I cannot not pass up a chance to express our appreciation to the many sponsors who donated money or prizes and made it possible for us to put on a successful event like Z-Fest. Whenever you get a chance, please express your thanks and show your appreciation to these fine companies by using their goods and services.

Steve's Tire - set of tires
Sunoco - Ultra 94 gas coupons
Nissan Canada - cash donation
Absolute Motor Specialties - cash donation
Whitehead Performance - credit vouchers for service work & sponsoring Best Engine award
Plaza Nissan - event prizes
401/Dixie Nissan - event prizes
Brantford Nissan - event prizes
Fenwick Automotive Products - event prizes

In addition, I would like to give thanks to the rest of the committee members for their tireless work on behalf of the club. Without them, it would not be possible to pull off this event.

As this year winds down, there are still some important events going on for the club such as the Eastern Wine tour on Sept 17th, Drag Meet # 2 Sept 23rd and the Rochester Fall Festival Sept 29th-Oct 1st., also maybe another Swap Meet.

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.

Larry Baswick James Dies Andrew Lee Jeff Halberstadt
Andrew Picock Werner Stoss Luis Viana Jonathan McDonough

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?

Umberto Amadio	Michael Aucoin	Gary Bailey
Dennis Barzo	Bev Best	Michael Boodoo
Diane Dale	Peter Demeyere	Ralph Dickie
Jim Favron	Dan Galway	Larry Goldsmith
Mike Jennings	Marta Kurek-Brady	Steven Leonard
Wayne Lum	Tony Matteucci	Joe Pacione
Louie Polito	Danny Singh	Dr. Samuel Soremekun
Denis Thibodeau	David Whittaker	Eric Zondervan



If your name is on the list over to the left then you are one of the 24 unlucky people whose membership expires at the end of September. Please take a minute right now and renew your membership. Why we even put in a special renewal form for each one of you with your Zedline. Support the club, send in your cheque and you won't miss the next great issue of Zedline!

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CASC Affiliated

From The Driver's Seat

Well, the summer is over and we have had some enjoyable events so far. We managed to put on a successful Z-Fest as you will read about inside Zedline.

For those of you looking the next installment of Project Datsun 240Z, sorry but you will have to wait until the next issue of Zedline. Space limitations resulted in some articles being put on hold. No complaints though, it's always good to have lots of content.

What's next you ask? **THE ELECTIONS ARE COMING, THE ELECTIONS ARE COMING!!!** It's not too early to think about running for an Executive position. By the time you get the Sept/Oct issue of Zedline, it will be after the November meetings when we hold our annual elections. Why not step up and help the club? If you don't want to take on full responsibility, how about considering an underfill position? You make your interest known to the current Executive and you can assist in a particular role of your choosing. Any help would be great. Think about it.

Howie Yoshida
Zedline Editor

Always asking, Always looking
Send me your stuff & some nominees!

howieyoshida@rogers.com



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Inside this issue, we thank the following contributors

Terry Weston, Diane Dale, Edward Burkhart, Malcolm Haylock

JP Matte, Frank Roggeband, Jim Maw, Howie Yoshida

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Z-FEST 2006, at CHRISTIE LAKE CONSERVATION AREA

By Howie Yoshida

Since Appleby College was no longer making their grounds available for car club shows, we were left to search for an alternate venue for Z-Fest 2006. Our very capable President, Terry Weston suggested a location in Dundas, Christie Lake Conservation Area. After some of the Executive checked it out, the place was booked and planning started in earnest.

As the Saturday approached, the forecast called for the possibility of rain and our fingers were all crossed hoping that the weather wouldn't put too much of a damper on the number of cars that would make it out. Early that morning, I grabbed my stuff, loaded up the Zed and headed out to Christie Lake. An accident had occurred on Hwy 403 just past the Hwy 6 exit so Hwy 403 was shut down. Traffic was starting to back up and I thought this could be a problem for all the cars coming out from the east. In fact, it did delay the arrival of a number of cars to much later in the morning which caused some nervous tension later on at the registration gate, like "Where is everybody?".

When I arrived, I looked around for Tom Dickson as he mentioned he might camp out overnight to get an early start but no Tom was found. In any case, Erle Strauss soon showed up and then a few more members rolled in and the set up work started. We staked out the field so we could direct the cars into their respective classes and parking rows. Thanks again to Terry, we had some professionally made signs for directional purposes and to designate the various car classes for parking purposes, they looked great too. The OZC banner was put up along with those from Steve's Tire (unfortunately, Steve was on vacation this year) and Sunoco.



A big thank you to our sponsors & string up those banners

Our Treasurer, Erle was set up to collect the car show fees as each driver arrived on site. The registration area was all set up and attended to by Michael and Tina Lambert and David and Donna Whittaker too. We decided to run our own BBQ this year and thankfully, Jim Maw arrived with 2 propane BBQ's to make that happen. Working the grill were Terry's son, Brett, backed up by Vince Santoro and Erle and promoting the food sale and collecting the money was Terry's wife Sandra. We found Tom and he was busy selling the raffle tickets for the Sunoco gas coupons, the set of tires from Steve's Tire and all the great door prizes that were

also donated. The door prizes were added to significantly by Greg Whitehead of Whitehead Performance who donated 3 very substantial credit vouchers for labour work by his service centre. For those strictly interested in winning the cash prize, Wes Hore was busy too, selling the 50/50 cash draw tickets all day. That's many people doing many things and with apologies to those volunteers not mentioned too, thanks for all the help in making Z-Fest 2006 happen.

With all the set up done and facilities in place, it was around 10:30 and we had less than 30 cars. I was parking the cars but where was everyone? Was it the weather? Shortly thereafter, Hwy 403 was opened up and then the cars started to really roll in. A convoy, about 14 Zeds, from the Z Car Club of Rochester led by their President, John Taddonio arrived to swell the numbers.



Rear view of part of the ZCCR convoy

Also prompted by Terry, the 240SX club showed up with a bunch of their cars. Absolute Motor Specialties Inc. with their 7 fabulously prepped Z32s showed up and set up off to the side in the vendor area. Nissan Canada was represented too with a number of models on display.

Coming up to the noon hour deadline, things were looking up. Zeds were all over the place, people were busy checking them out and filling in their ballots. Numbers were up from last year when the final count was taken. There were approximately 93 cars in the field with a breakdown as follows: 21 - 240Zs & 260Zs, 17 - 280Zs & 280ZXs, 10 - Z31s, 13 - Z32s, 18 - 350Zs & G35s, 7 - 240SXs and 7 - non-Zeds.

Lest we forget, OZC gratefully acknowledges the following sponsors and vendors that donated cash, goods and services to help make Z-Fest 2006 both an enjoyable and successful event:

- **Steve's Tire**
- **Sunoco**
- **Nissan Canada**
- **Absolute Motor Specialties**
- **Whitehead Performance**
- **Plaza Nissan**
- **401/Dixie Nissan**
- **Brantford Nissan**
- **Fenwick Automotive Products.**

The afternoon was a blur. We started tabulating the ballots a bit after the deadline due to the late entries mentioned earlier. We were presenting 35 awards in various categories for first and second places so there was a lot of counting to do and documentation to keep track of.

So, do you want to know who won the awards? Well, so do we and therein lies the problem. Tom was doing such a great job, announcing the winners and giving away the plaques that he inadvertently gave away the registration forms we used to identify the winners. The rest of us at the front were so busy trying to associate the winners with the right award plaques that no notice was taken. Not all is lost though! Thanks to fellow member, Eric Wang, we have pictures of most of the winners but identification of them and what category they won was not possible to track down in time for publication in this issue of Zedline. Stay tuned for the next issue while we try to identify all the winners and provide a few individual pictures too! Look for Z-Fest Report, Part 2.

Lessons learned? We will be better prepared and organized for next year provided the volunteers are with us. We had many positive comments about the venue and the day so let's all look forward to Z-Fest 2007.



Brett & Erle cooking up a storm



A REMINDER: WE'VE CHANGED THE WAY YOUR MEMBERSHIP DUES ARE BEING RENEWED

The existing process makes it difficult to estimate club revenues at the beginning of the calendar year so that expenditures can be planned and budgeted accordingly. Even though we have a system to inform members when their membership expires, we constantly hear the usual "I don't know when my membership expires, when do I pay?". Look at your mailing label on the envelope that this issue of Zedline came in to find out when your membership expiry date is. Your membership card also shows your expiry date.

With the overwhelming support of the members, the Executive has decided to make changes so that all members will be asked to renew their memberships and pay their club dues at the same time of the year. End result is all memberships will expire December 31st.

THE PROCESS

Membership Expires September 2006 - You will be asked to pay \$15 for the balance of 2006 or pay \$60 which will include your full 2007 membership.

Membership Expires December 2006 - If you pay your 2007 membership dues by Dec. 15th 2006, you receive the discounted rate of \$45. After Dec. 15, 2006, the renewal fee will be \$50.

Membership Expires during 2007 & 2008 - You will be asked to pay the balance of that year's membership dues when the time comes. Everyone renewing in this group will be paying a different amount, unique to their expiry date. We will notify you by electronic or regular mail when to pay and how much is due to minimize the confusion.

NEW MEMBER RATES 2007

Any new members joining now, will pay a prorated fee for 2006 and their full 2007 fees. Rates will vary as the date changes. The amounts due are as follows:

- From Sept, 2006 till Nov. 15, 2006 \$60
- After Nov. 15, 2006 up to Dec. 15, 2006 \$45
- From Dec. 15, 2006 - June 30, 2007 \$50
- From July 1, 2007 - Oct 31, 2007 \$30

THE RESULT

By the beginning of 2007 or soon thereafter, we hope to have all membership dues paid. This will provide the cash flow so your Executive can continue to publish Zedline and plan our events for the upcoming season.

QUESTIONS? Contact Edward Burkhardt, Membership Director at edz240@rogers.com or 519-648-3915.

And One More Thing Before You Go.....

If you did not receive the email notice sent August 31st from the club regarding the Wine tour Sept. 17 and the joint meeting Sept. 6th, continue reading. **WE DO NOT HAVE YOUR CURRENT EMAIL!** (a few of you hotmail users need to empty your mailbox so you can receive new messages.)

The rest of you need to provide a current usable email address. (if you wish to receive club messages).

To do this, go to www.ontariozcar.com click on "Contact Us", then scroll down to Membership Director. Send an message indicating your email. Simple really.

Thankz, Edward Burkhardt

		NEW MEMBER FORM (valid Sept 1/06 to Nov 15/06)	
<input type="checkbox"/> New Member <input type="checkbox"/> Renewal - OZC Membership Number (if applicable) _____			
First Name: _____ Last Name: _____			
Address: _____ <input type="checkbox"/> Address Unchanged			
City: _____ Province: _____ Postal Code: _____			
Home Tel: (_____) _____ E-mail: _____			
Birth Date: _____ Name, address, phone & email may be published in membership roster <input type="checkbox"/>			
Z Year: _____ Model: _____ Colour: _____ Trans. (auto, 4sp/5sp..?): _____			
Classification: <input type="checkbox"/> Stock <input type="checkbox"/> Modified <input type="checkbox"/> Race			
Interests : _____			
Cheque enclosed, payable to: ONTARIO Z-CAR OWNERS ASSOCIATION <input type="checkbox"/> \$60 - (\$15 balance of 2006 & \$45 for 2007)			
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By Diane Dale

The last couple of months have been really exciting for Zeds at the track – particularly up here in the Ontario Region. Reflecting back – I'll share my thoughts in pictures...

At the end of June, VARAC hosted its annual International Vintage Festival. This year's focus was on the historical TransAm series – and many Datsuns were present as part of the Group 70+ class, as well as the main feature. Jonathon Brett was able to get his 240z out on track for the first time this season – with the brand new BRE-styling paint makeover. The car looks impeccable – a stunning example of how a lot of TLC can turn an older race car into a beautiful masterpiece. Father and son teams of Geoff and Rob McCord and Neil and Kevin Young are now mainstays at the track – attending every racing event they can possibly sign up for. Our friends Yvon Lepinay and Raymond Lafleur, with their "matching" Datsun 510s, were delightful to watch. They've been regulars at the VARAC festival for a number of years – making the trek from Quebec every year.

Next up was the exciting ATTO Vintage GT Challenge right in the heart of downtown Toronto. Jonathon, Alister and Dino of Time Warp Racing organized this support race as part of the Molson Grand Prix of Toronto. How exciting to see the Datsun's out on the track! Jack MacDonnell (see Zedline, February 2004) was out in his stunning 1976 280z. It was great to finally have Jack on track with us (he's usually so busy on camera as part of his Tuner Transformations show!) Fantastic weather, fans and racing for what everyone claimed to be the best racing of the weekend.

Don't forget to join the Z race cars up at Mosport as part of CASC-OR's Celebration of Motorsport on September 30, October 1st.

Racing web sources for this month:

www.nickperry.ca (fantastic pictures of the ATTO Vintage GT Challenge)
www.peterbrand.ca (more great pictures of the ATTO Vintage GT Challenge)
www.timewarpracing.ca (organizers of the ATTO Vintage GT Challenge)
<http://70.24.208.3/> (Real Fast Racing Photography – regional race weekends)
www.varac.ca (Vintage Automobile Racing Associate of Canada)
www.casc.on.ca (CASC-OR's website including event schedule)



The recognizable front nose of Neil and Kevin Young's 240z at the VARAC Vintage Festival



Yvon Lipinay's Datsun 510 – chasing down the 510 of Raymond Lafleur



Raymond Lafleur's Datsun 510 at the VARAC Vintage Festival



Jonathon Brett and the ATTO Girls at the Toronto Grand Prix (copyright www.nickperry.ca 2006)

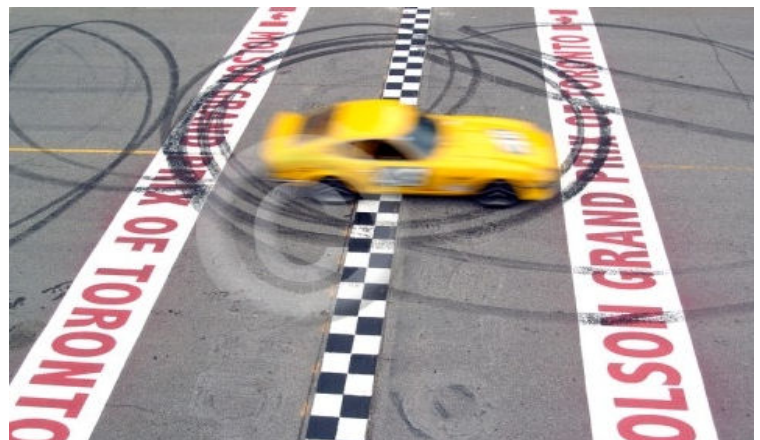
by Diane Dale



All of the Datsuns were caught on camera at the VARAC Vintage Festival – a well posed shot on the front straight at Mosport



The Datsun 240z's compete in the ATTO Vintage GT Challenge (copyright www.nickperry.ca 2006)



Neil Young crosses the finish line in downtown Toronto, right after the Champ Cars "circled" their victory! (copyright www.nickperry.ca 2006)



Geoff and Rob McCord's Datsun 240z found in the indoor paddock of the Molson Grand Prix



Track Dog in the paddock, waiting for a qualifying session

OUTRAGEOUS ZEDS OVERRUN DRAGSTRIP!

Drag Event #1, June 24 by Jim Maw

There we were, Spring, no make that Summer again at St. Thomas Dragway, Sparta. The track is looking good. Dave Mather and Co. have done a fine job of preparing the place. Dave, the owner, proudly showed me their new timing computers, displays and monitoring devices in the tower. For the drag racer, this means more information on your time slip so you can see the numbers on how your car is performing at each stage on the quarter mile. I thought that there might be new lighted displays at the quarter mile finish. No such luck! The track has regained its NHRA sanctioning and they have ambitious plans for the future.

About 10:30 am, a lot of the usual suspects started showing up. Not exactly a flurry of activity but things slowly took shape. In the 240-260-280 Z Pressurized class, we had Doug Mitchell's very sanitary 2.8L Turbo produce a traction limited 12.41. This car cannot hook up in first gear, so he drives it off the line then nails it into second! In the same class, Michael Boodoo's spooky fast 2.8L Turbo was having a few small problems and wasn't quite as quick as he had expected. He told me that a Quaife limited slip differential and new transmission are on the near horizon. It's hard to believe this car can do 12.04s with no limited slip and a soft transmission. This car explodes off the line though, sometimes it's hard to tell which direction it's headed!

It was great to see Wes Hore on the track with his blue 300 Z32 NA motor as this class doesn't get enough representation. The Kurek/Brady Bunch were well represented by Bogdan and his wife along with his daughter Marta and her husband Jason. Bogdan and Jason each took 4 points in their respective classes.

Ever seen a twin turbo 350Z? Peter Christiansen had one built. This car is apparently capable of 11 second quarters. A pressure bleed off on one turbo limited his best run to 12.83 seconds. Steve Novack's Turbo 350Z managed a 13.125, just slightly behind his last year's best time. It's the first Z of any sort I've seen in Weld drag wheels and tires.

Kevin and Tina Hague did tag-team driving in their GT Mustang. Kevin scored 4 points in the non Z class. Speaking of non Z's, a popular car in this slot was campaigned by Dan Ditaranto, a 3.0 Maxi, a 1995 I think with induction and fueling mods and an open exhaust and slicks. This grocery getter was posting 13.2s! Dan is not a member yet, hence no points.

Thank you to Louie Polito, J.P. Matte, Frank Roggeband and Erle Strauss for coming out and supporting the event. It was a great day! Hope to see a lot more of you on September 23 for the second and final drag event.

2006 OZC June Drag Event

<u>Member</u>	<u>Class/Car</u>	<u>Low E.T.</u>	<u>June Event</u> <u>Points</u>
Doug Mitchell	240-260-280 PRES	12.41	-
Chris O'Grady	Same	14.27	-
Michael Boodoo	Same	12.7	4
Wes Hore	300 Z32 NNA	16.24	4
Bogdan Kurek	300 Z32 TT	13.80	4
Jason Brady	350 Z NA	14.35	4
Peter Christiansen	350 Z TT	12.83	4
Steve Novack	350 Z SC	13.125	3
Dan Ditaranto	Non-Z 3.0 Maxi	13.22	-
Kevin Hague	05 Mustang GT	13.48	4
Tina Hague	Same	13.897	-
Louie Polito	240 Z		
Frank Roggeband	2.0 510 Wagon		
Erle Strauss	300 ZX TT		
J.P. Matte	Mazda 5		

Eliminator Class

<u>Member</u>	<u>Class</u>	<u>Car</u>	<u>June Event</u> <u>Points</u>
Jason Brady	1	350 Z	4
Steve Novack	2	350 Z SC	3
Kevin Hague	3	05 Mustang GT	2



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EVENTS! EVENTS!! EVENTS!!! for 2006

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

September 17-Wine Tour, contact Erle (estrauss3@rogers.com) or Tom (zeeker260@hotmail.com)

September 17 - Lapping Day at Mosport DDT with OMSC

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

October 4 - Monthly Eastern Meeting, Route 66

October 11-Monthly Western Meeting, London

Zedline Issue #4 July/August 2006



MONTHLY MEETING MINUTES—COME ON OUT & JOIN IN

Ontario Z - Car Eastern Meeting Minutes Route 66 Sports Bar & Grill, Toronto Wednesday July 5, 2006, 7:30 pm

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

The monthly Eastern meeting was held at Route 66 on Wednesday July 5, 2006 and was chaired by Tom Dickson, Eastern VP. There were 17 people present including members and guests.

1. Zedline - Howie

Issue #3, May/June is being put together this week and will be ready for distribution around Jul 10, look for your copy in the mail. Howie indicated there would be plenty of content this month. Again, distribution of Zedline is being sent electronically to all of the out-of-province and US clubs to reduce printing and postage costs. Response has been positive.

2. Treasurer's Report - Erle

Erle indicated that the books were in order and figures were up to date. He felt that given the current state of the books and the documentation on hand, a formal audit was not necessary for OZC as it is constituted. Bill mentioned it would be good to check with Mark MacKew, our legal counsel for an opinion.

3. Z-Fest

Our big event of the year Z-Fest is coming up. We will be at a new venue this year, at Christie Lake Conservation Area in Dundas. Volunteers were required, names were taken by Howie. Additional volunteers are needed for sure.

4. Future Events

The successful wine tour held in June in the Niagara Region was so enjoyable that Tom and Erle raised the possibility of having another one later in the autumn but out east somewhere. Details will follow if they plan to go ahead with this one.

5. 50/50 Draw - Wes

Wes Hore was ever present for the 50/50 draw. The lucky winner of the \$25 cash prize this month was Klaus Wormsbecher. The additional car care prizes were won by Bogdan Kurek, Frank Roggeband and Gerry Pancott, a new member.

Thanks to Wes for making conducting the draw.

The next regularly scheduled Eastern meeting will be on Wednesday August 2, 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 Chapter Minutes July 12, 2006

Ernie's Roadhouse, Cambridge

Chaired by Terry Weston for M. Lambert

12 Members in attendance

1. Past Events. Terry mentioned that the wine tour to the Niagara area went over quite well. It was attended by a number of members and some new ones that hadn't come out before. This was a good thing. On the other hand the first drag event held on June 24 could have been better attended, numbers were down from last year. Jim Maw still organized a great event and it was hoped we would get a better turnout for the second drag day on September 23 at St. Thomas Drag Way.

2. Z-Fest. Most of the discussion focused on the organizing and planning for Z-fest, scheduled for August 26 at Christie Lake Conservation Area in Dundas.

Terry was busy talking to our sponsors and soliciting donations and also trying to line up goodie bags for the show registrants. Since we could not bring in any food vendors, Terry proposed organizing our own BBQ and selling food and drinks. If all went well and we could get enough volunteers to cook the food, we should expect to make some money this way. To promote the event, members were encouraged to drop a flyer off at their local Nissan dealer to spread the word about Z-Fest. The award categories were discussed and whether we should have separate ones for G35's and any other types. There was still a lot of planning required for Z-Fest and it was proposed to schedule an Executive Committee meeting later on in July to work out a number of final details.

3. Next meeting – Alaskan Fish and Chips in London on August 9, 2006 at 7:30 pm.

Minutes by Howie Yoshida

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)

Is That Gas I Smell? And Other Near Death Experiences!

By Frank Roggeband

Part 1

Ok, it's winter and the phone rings. It's the neighbour. My fuel line is frozen. Would you mind giving me a hand to thaw it out? Ok, no problem. We always helped each other out. I go over and there is Joe with his '72 Impala jacked up in the driveway. All we need to do is warm up the gas line from the back of the car all the way to the front with this propane torch. I'll start at the back then hand the torch to you so you can do the front half. Just stay away from the rubber part by the fuel pump. Then we'll see if it will start. Ok Joe, no problem.

After about twenty minutes or so this was not working. Why don't we disconnect the lines from the tank at the back and the fuel pump at the front and see if we can get any air through it? Translated this means I'll blow into this end and you see if any gas comes out the other. Well at least we know it is frozen somewhere under the car. With Joe at the back of the car and me at the front we took turns heating as much of the metal line as we could reach from each end of the car, pausing occasionally to shut off the torch and try to blow through the line.

It is winter and our brains must have been frozen because there is no rational explanation for what we were doing. We had been at this for more than half an hour now and were getting a little impatient. I was under the car with the torch working my way up toward the front while Joe was blowing into the end of the fuel line at the back. Suddenly there was a strange cold and wet sensation on the back of my neck. Is that gas I smell?

I'm pretty sure I set a world record that day for propane torch distance toss while lying on your back under a car.

Part 2

The ad reads Two 1974 Datsun 710's. One runs. The other for parts. Cool. My brother is looking for a car so a deal is made. We put a borrowed plate on the runner and drive it from Hamilton Mountain to Grimsby.

We need to get the other car too. So I call my buddy who has a tow bar and we go back. We will move this car under the cover of darkness through mostly rural roads. With a tow bar strapped to the front bumper we set out. This car already had some parts taken off of it and the front brake calipers were hanging by wire from the front springs. They didn't stay on long. We were young and foolish and we didn't care. And besides it was funny when they fell off. This would become important later.

For anyone who is not familiar with Hamilton Mountain, it is really part of the Niagara Escarpment and on average a ten-minute drive will put you in the country. Farmland with no cops. Perfect for moving a car. We followed Mud Street out to number 9 side road to the top of McNeilly Hill. We pulled over at the top of the hill which is very steep and winding with a steep drop off at the top and houses lining the bottom with a total elevation change of about 300 ft. Oh yeah, lots of trees. Starting at the top, the first turn is a sharp u-turn to the right with a drop of twenty feet and a rock wall. There was no way the car behind was going to make the turn unless someone gets in and steers it, perhaps all the way down.

My friend was driving his mother's car so he was out. It was up to my brother and myself. Neither one of us was willing to volunteer. After a short agonizing wait I finally gave in. If I survived in any condition this would be a very interesting story and if not, well, Darwin Award. There were only two things that worked on this car, the steering and the seat belt. The tow bar was only secured to the front bumper which due to the poor condition of the sub-frame

might come off at any time and I did mention no brakes. At all!

We started off toward the hill. What the hell is he doing? He's taking the turn too tight! I could hear the frame of the car groaning as I try to steer around and then slam! The side of the car hit the rock wall on the right and I got thrown violently into the next lane. All I could hear was crunching sounds as the big Chevy Impala pulling it yanked the car forward again. I had my foot firmly on the useless brake pedal and steered the car right to the bottom. The bumper stayed on. The tow bar stayed hitched and I had such an adrenaline rush. Sweet!

Part 3

Again it is winter. This time we are driving a '75 710 on the old Pan Am highway in the mountains in Mexico. As we would find out later when I was pulled over by the Mexican Army this was not the smartest thing to do. It was my turn to drive and we were enjoying the beautiful scenery when all of a sudden a long blast from a truck horn interrupted the moment. There was a large truck approaching from behind at ramming speed. What the hell does he expect me to do? There is no room to pull over. Only a thin guardrail, where there actually was one, separated the road from a steep slope perhaps hundreds if not thousands of feet to the valley floor on the right and a steep upward slope on the left. This road is in fair to poor condition and only two lanes wide. This particular section winds up and down through the mountains with very few opportunities to pull over. I had no choice but to try and put some distance between us until I found some room to pull over.

For the next twenty minutes I raced through the mountains with a large truck sometimes only feet from the rear bumper at up to 80 mph on probably the most dangerous road in North America. All the distance I gained on the uphill stretches was quickly lost on the downhill stretches. It was the most nail biting white-knuckle drive I have ever done. It was like rally racing. The severity of the bends was indicated by the number of roadside memorials. One or two was a sweeper, five or more very tight.

There it was. I could see it on the next hillside what looked like about 200 ft of gravel shoulder. Salvation at last! Only one chance and I'm starting uphill. I used all the gears and throttle this car had to gain as much distance as I could. I was using as much of the road as I dared to. The occasional car or truck popping out from blind corners in the other direction was almost as frightening as what I was trying to outrun. Where is it? I know I saw it and so did the others. There it is at the bottom of this hill. There would be only one chance to get this right. I'm about half way down the slope to the gravel shoulder when I ask my brother if he sees the truck? Yes, how far, hundred yards and gaining. I speed up. Eighty mph now. I move to the middle of the road where it is smoother and hit the brakes to lose some speed. When he's twenty feet behind say go! We're almost there... Go! I aim for the gravel. Problem! There's at least a ten-inch drop from pavement to gravel for most of the length of shoulder. It was understood by now that we may die anyway. The car landed hard with all brakes locked and dug deep into the loose coarse gravel. With seatbelts tight we approach the end of the line. I can see nothing but air in front and we are stopped.

I shut the ignition off and for the next few moments not a word was spoken. When I stopped shaking enough to use the door handle I got out of the car feeling totally exhausted. The car was completely out of the gravel and less than a foot from the edge. What a view! I get back in the car and we set out again. My brother asks if he should drive for a while. His wife interrupts and says if that happens again we are better off if Frank is driving.

CARMAGEDDON: THE FINAL CHAPTER

Part 4, The Ugly by J.P. Matte

I have been planning on doing a wide body treatment on my car for years now. Influenced by the Group 4 IMSA racers of the time, I was planning this almost from the day I bought it in mid 1984. A story ran in the Zedline in the mid to late 90's where I had provided a computer generated graphic of what I was shooting for. Well, but for a few minor changes, I have gotten there.

It's been said that the road to Hell is paved with good intentions. I am here to say that it is also paved with poor workmanship. Poor or average paint quality is one thing, corner cutting, sloppiness and the reckless neglect of obvious flaws are something else all together. As I had written earlier, I had many panels soda blasted in order to expose what was really below the surface in order to correctly address those issues. What wasn't soda blasted was stripped down to metal by myself. This exposed many flaws in the hood. Some of those problems were addressed but some things were just painted over. In effect, the body imperfections were even more pronounced, but with a fresh coat of paint.

The hood, primarily the front passenger side section was a good example. Involved in a collision before I took ownership, that part of the hood had a lot of filler in it. This was necessary as the hood drooped far lower than it was meant to. I was mortified when this was not corrected when I pointed it out. It basically had more paint applied to it. This helped hide the "textured" surface of the metal, but the droop was still there. Both front corners of the hood were affected, the passenger side being the worst, but neither side was corrected. In the end, I had Bill Chan straighten out the bulk of the problems. He did a fine job. I had him stop just short of finishing the hood, it could be done in the off season as I needed to get other things done to the car, and the summer was passing me by.

I had the rain gutters taken off of the car. This smoothed out the look, and cleaned up the appearance of the greenhouse. This was done, but it was obvious that a lot of tortured metal work was involved. I have to assume they did the driver's side first, and perfected their technique by the time they got to the passenger side. The area over the driver door was washboard like in texture. Metal stress and warpage from the heat generated by grinding and welding left it with a very "organic" surface. The passenger side was much better. Bill also fixed this. While at Bill Chan's shop, William Paintworks, getting the hood worked on, I had discovered another problem related to the rain gutter removal.

As Bill worked on the hood, I cleaned up other parts of the car. This seemed like a great opportunity to clean the primer fogged windshield, which hadn't been cleaned since coming out of Mo's shop. The windshield was only 3 years old, having only seen the road for one season. I laboured feverishly at removing what I thought were spots on the inside of the windshield, only to discover that they weren't spots, but were actually pits in the glass itself. I can only deduce that this happened when grinding was being done during the rain gutter removal. Accidents happen, but this was not a one off incident. This combined with the massive amounts of overspray throughout the interior of the vehicle and engine bay amounted to a pattern of careless workmanship. This spring I spent a good 90 minutes buffing the overspray off of my painted valve cover, and last year, I repainted the engine bay because the paint beneath was shredded by the time I removed the copious amounts of overspray there. Nothing like a little elbow grease to further inspire me to write an article.

I don't know if you are familiar with the term "Full Spectrum Lighting"? The bulbs that produce this effect are fairly expensive and provide, as the name implies a better more complete light with which to view things. This is not always a good thing as it prevents you from enjoying a state of blissful ignorance as to the true state of your vehicle's finish. I knew that there was an irregularity in the surface of my roof. I chose to ignore this until something very tragic happened. That is to say tragic relative to automobile ownership. I'll skip the details, but tree pruning shears on a 12 ft

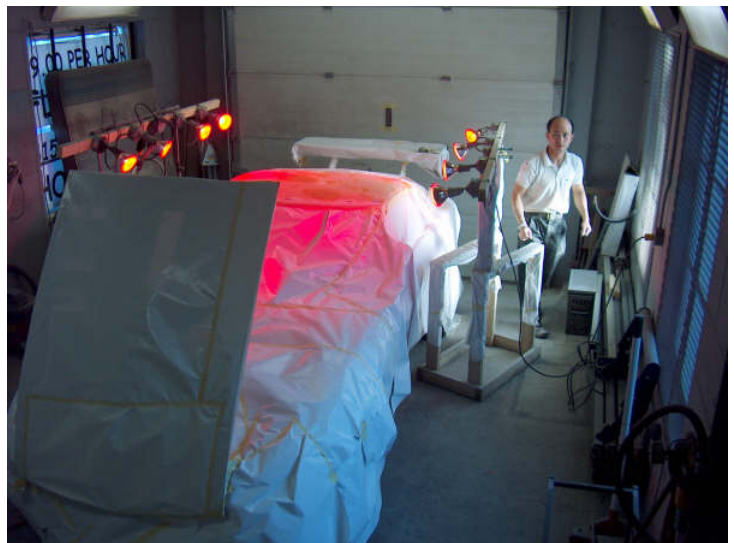
extension pole fell on my roof. My fault. Bad is bad, but when you only have yourself to blame, it's a special kind of pain. I was going to have Bill Chan fix this too.

I drove the Z to Hamilton. Bill had the car under the "Full Spectrum Lighting" I had mentioned earlier. These lights showed up everything! While he worked on the damage I had done to the roof, I began to notice that the roof of my car looked much like the lunar surface. You can kind of tell where this is going, if I am going to fix a corner of the roof just behind the passenger side A



Bill Chan at work on the hood

pillar, there's no way I cannot put the rest of the roof out of my misery. Bill did the roof, and cleaned up the areas above the door openings. They look great now, under any kind of lighting.



"Full Spectrum Lighting" a good thing?

I should mention that I like the white that Mo used to paint my Z. Actually that would be the white(s) the Z was painted with. It was to be painted A3D 2003 Mazda white, to match my Protégé5, but I have serious doubts as to whether it actually was. The white does not appear to be the same as the Mazda. One thing that is certain, is that when Mo did the touch ups after the initial paint job, the white leftover touch up paint I was given also marked A3D, did not match the colour he had originally painted the car with. My car now had two shades of Mo's white on it, and one shade of

Bill's white, because he had to match paint of an unknown origin. Fortunately, when the sun hits the car, the differences largely disappear.

And now for the final crushing blow. I had been talking to Mo for years about the proposed wide body project. This wasn't a spur of the moment kind of thing. What's more, Mo did Scott Taras' dramatic wide body conversion several years ago, and nary a complaint from Scott. In speaking to Mo, I felt confident that he could pull this off. It turns out that I was wrong. This is a long and tortured episode, but to keep it brief, Mo did not take nearly enough material out of the original rear fenders in order to allow for contact free wheel travel. At first the Z couldn't roll down the driveway in neutral without the rear tires rubbing. When I first pointed this out to Mo, he cut a 1" tall chunk of wheel opening, 4" long, out of the driver's side. I took the car out and drove it only to find that it was still rubbing, only higher up. I brought it back to Mo and pointed this out. It was at this point that he accused me of being responsible for this. That I "hadn't provided him with the proper dimension"? Contrary to what Mo was saying, I did provide him with the rolling stock which would have to fit under the modified fenders. Moreover, while the car was being worked on, I mentioned to him several times about ensuring that enough material be taken out of the rear of the car in order to provide the proper clearance. He then told me he could do no more for me.

It was at this point that I felt the rage welling up inside of me. I told Mo that I would buy the f*^#%ng grinder. Do the f*^#%ng work, and that he could later read the f*^#%ng article. I only survived this next episode due to help, first from Edmarc Arendoque and then from Bill Husar and his mighty Super Sawzall. Both Edmarc and Bill have well equipped facilities. Edmarc's is the more compact suburban variety, whereas Bill has an expansive near industrial facility out in the "country". The pictures in the first article were taken in Edmarc's "shop". The work I did there the day after I left Mo's shop allowed me to open up the fenders enough to make it somewhat driveable. The final and more dramatic surgery took place at Bill Husar's who graciously let me use his garage, and implements of destruction, until I had hacked out as much metal as I could possibly take out. Bill was very helpful and had many great suggestions.

To make matters worse, before the car had even driven 50 km, I had noticed cracks in the bodywork where the fiberglass blends into the metal. On both sides down low on the rockers just ahead of the rear wheels, a crack developed on the rear upper fender on the passenger side of the car. I realized that this could happen, but I did not expect this to occur before the car had any real mileage on it. Needless to say, this car will be getting re-painted and the bodywork repaired a few years from now. I believe it goes without saying, that Mo will not be doing the work.



Notice the clearance problem between the old rear fender and the tire

I have to believe that Mo quoted me a price, and then found that there was more work to be done than he had originally anticipated. Had he mentioned to me at some point, that to properly finish the car, that the price would have to increase somewhat, I would like to think that if this was properly justified, that we would have been able to come to some kind of agreement. No such discussion ever took place.

Mo is capable of good work. I have seen him create something out of nothing. I have seen cars brought back from the dead by this man, and I am fine with some of the work which was done on my vehicle. Mo did a great job installing new "frame rails" under the car. As well, he did a good job lining up the body panels in order to preserve the vehicles lines.

Like many of you, I am a Zedder on a limited budget, and I have come to accept I can't afford to have the car done the way I really want it to be. Sadly, even the lowered expectations I had, out of necessity set for myself, weren't met. Unfortunately the issues with the hood and the rear fenders and the unacceptable way "Mo" chose to deal with these issues have forced me to write this article. I could not live with the idea that my last article, which was a fairly glowing endorsement of his work, might lead an unknowing person into a similar situation.

I have found that when getting work done by Mo, you will be in suspense as to exactly what it is you'll get back from him. His best, his worst or something in between. In order to sum up this experience, let me, and I'm dating myself here, paraphrase something from one of my favourite films.

As you leave Mo with your defenseless vehicle.... "You have to ask yourself one question. Do you feel lucky? Well, do you?"

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The ATTO Vintage GT Challenge at the Toronto Molson GP, Jul 7-9, 2006

By Malcolm Haylock

Enjoyed by thousand of fans, the first ATTO Vintage GT Challenge and the CBS TV cameras have come and gone. What a great time it was for all of the competitors and crew! We were allowed to begin arriving at the CNE after 12:00 p.m. on Thursday. The racecars (39 in total), trailers and tow vehicles were situated in the Annex Building next to the National Trade Centre building. The BARC officials who were in charge of the paddock, mock grid and pits, did a fabulous job all weekend. The schedule ran all weekend on a minute-by-minute schedule with everything running like clock work.

The weather was great, a little hot, but bearable. The VARAC G70+ cars had 4 sessions of 30 minutes each—a 30-minute practice at the end of Friday, first on Saturday at 8:00 a.m. for the 1st qualifying race and then last on at 4:45 p.m. for the 2nd qualifying race, finally the race on Sunday. It was a long wait between sessions on Saturday; however, several cars needed that time. Both Peter Klutt and Frank Fusilo at the Legendary Car Company paddock needed some serious valve train work. In both cases, the heads in the big block Corvette engines had to be removed, rebuilt, and reinstalled. Then on Sunday, the big day, we were not on-track until 4:15 p.m.—almost the last race of the weekend.

For the first session on Friday, everybody was busy learning the track and driving for the first time on a street circuit. It was a busy time on track with initially 39 cars. All of our sessions went very well despite the fact that it was the first time for most of the competitors on this track not to mention the TV cameras pointed at them and the large number of spectators who enjoyed the sights and sounds of the varied G70+ grid.



Action in the pits. Rick Higgins #33, Tim Sanderson #160, Steve Moore #44, and Malcolm Strachan #9

The times got quicker with each session with most drivers setting their PB's in Sunday's race. Blaise Csida and Peter Klutt staged a stirring duel for the pole, alternating fast lap throughout the weekend sessions. Blaise was driving Phil Strudwick's #92 1982 small block Corvette. Phil had 3 other Corvettes entered driven by Mike Palladino, Malcolm Strachan, and Nick Majors. Peter Klutt was driving his big block 1969 Corvette with its prodigious horsepower. Peter's Corvette was featured last year on one of Peter's TV shows on SPEED TV where it was built on/for the TV show and completed in time to run at last year's ZIPPO Vintage Festival at Watkins Glen where it won its debut race.

At the start of the race, Blaise was on the pole and Peter along-

side on the front row. Peter used his power and torque to take the lead in the first turn which he held for a few laps with Blaise nipping at his rear bumper. Running a strong third and fourth were Aram Tourikian and Marcus Glarner in their fabulous sounding BMW M1's. Blaise managed to get passed Peter when they encountered traffic. With 34 cars starting the race, there was LOTS of traffic.

Rick was running in the same class as the winning Corvette. While Rick had a great start, initially running in the top 10, he faded as his tires and brakes went off. Jonathan had trouble with his car during qualifying and was unable to start the race but many kudos to Jonathan, Alister, and Dino of Time Warp Racing who promoted and organized the ATTO Vintage GT Challenge—a job well done guys! Jack MacDonnell, producer of Tuner Trans-



Rick Higgins & crew in the paddock ready for Friday qualifying

formation on SPEED TV, was filming the event throughout the weekend so maybe it will air later in the year on his TV program.

The weekend was a great success and enjoyed by all who competed and attended. Again, the sights and sound of the different cars that competed in the VARAC G70+ series is unparalleled. The booming V8's, the screaming BMW's straight sixes, the bark of the Datsun 6, and the growl of the Porsches flat 6 and the V12 Jaguars. I have had the privilege of participating at the Molson Indy the previous 2 years as a crew member with Blaise Csida in



Jonathan Brett #9, Rick Higgins #33, and Diane Dale #13 chase John Cosgrove #09 Ford Cobra

the Trans-Am series. The ATTO Vintage GT was more spectacular because of the large field with lots of close racing, passing, and a very large field of visually pleasing and sounding racecars. Mark your calendars for the same weekend next year. Don't miss a great show! The top 10 finishing cars reads like a who's who of sports cars!

I watched the race from the grandstand across from the CNE Police Station where I could see the cars exit turn 6 and enter a very fast corner 7. In between, I could watch the action on the big

screen TV—so I had the best of both worlds. Congratulations to all of the drivers for putting on a great show!

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/>.

2006 ATTO Vintage GT Challenge Race Results					
Position	Driver	Car #	Car	Class	Best Lap
1 st	Blaise Csida	92	1982 Corvette	1 st (IMSA)	1.20.023
2 nd	Peter Klutt	42	1969 Corvette	1 st (GTA)	1.21.295
3 rd	Aram Tourikian	80	BMW M1	2 nd (IMSA)	1.21.287
4 th	Marcus Glarner	40	BMW M1	3 rd (IMSA)	1.21.730
5 th	Steve Moore	44	Jaguar XJS	4 th (IMSA)	1.26.180
6 th	John Farano	59	Corvette	2 nd (GTA)	1.24.156
7 th	Tim Sanderson	160	Porsche 911SC	1 st (GTB)	1.26.151
8 th	Mike Palladino	68	Corvette	5 th (IMSA)	1.25.918
9 th	Robert Krause	170	BMW 325	1 st Touring	1.27.458
10 th	Diane Dale	13	Datsun 240Z	2nd (GTB)	1.27.278
11 th	Rocco Marciello	153	Triumph TR7(8)	6 th (IMSA)	1.23.564
12 th	Tony Guerin	154	Porsche 911	3 rd (GTB)	1.27.409
13 th	Rick Higgins	33	IROCZ Camaro	7th (IMSA)	1.28.091
14 th	Geoff McCord	53	Datsun 240Z	4th (GTB)	1.28.091
15 th	John Cosgrove	09	Ford Cobra	3 rd (GTA)	1.27.535
16 th	Michael Vong	88	Porsche 914/6	8 th (IMSA)	1.28.504
~	~~~~~	~~	~~~	~~	~~
22 nd	Jack MacDonnell	176	Datsun 280Z	5th (GTB)	1.30.501
23 rd	Neil Young	48	Datsun 240Z	6th (GTB)	1.32.156
DNF	Malcolm Strachan	99	Corvette		
DNF	Frank Fusilo	46	Corvette		
DNF	Nick Majors	16	Corvette		
DNS	Jonathan Brett	9	Datsun 240Z		



Geoff McCord, #53 at speed

Rick Higgins #33 and Peter Klutt #42 congratulate the winner Blaise Csida #92.

Jack MacDonnell, #176 at speed

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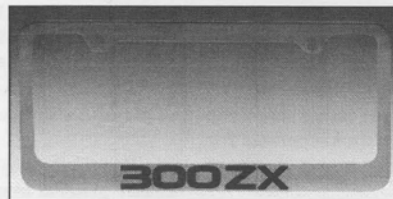
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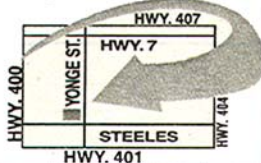
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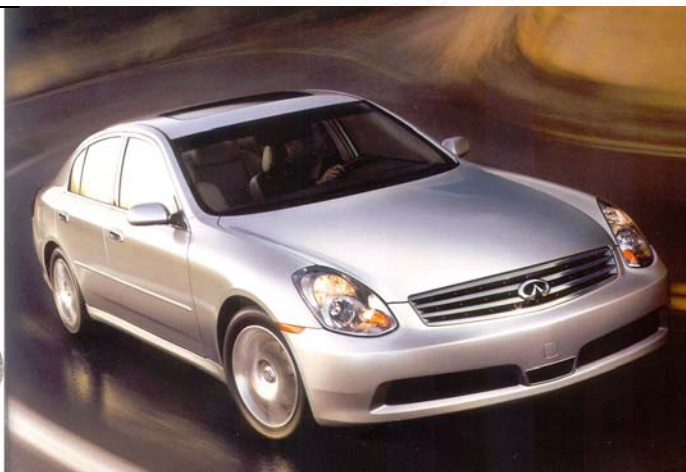
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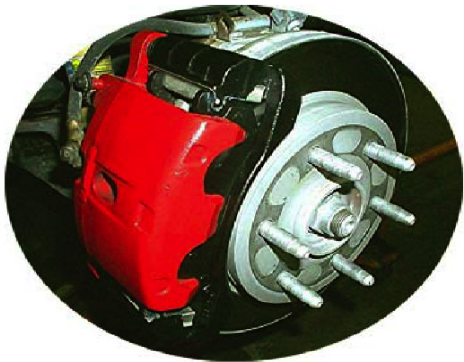


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