

# ZEDLINE

SPRING 2022

DEDICATED TO THE PRESERVATION AND  
ENJOYMENT OF THE DATSUN/NISSAN Z CAR



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**MEMBER**







**SPRING 2022**



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**SATURDAY  
APRIL 23rd  
9AM - 3PM**



HOSTED BY  
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### **FOOD/DRINK**

**FOOD & DRINK WILL BE  
PROVIDED AT A  
NOMINAL COST**

### **MEMBERSHIP**

**JOIN THE CLUB OR RENEW  
YOUR CLUB MEMBERSHIP  
FOR 2022 AT THE EVENT**

### **SOCIAL EVENT**

**COME OUT, MEET OTHER Z  
ENTHUSIASTS.  
LEARN ABOUT THE CLUB &  
UPCOMING EVENTS. BUY  
PARTS & CLUB MERCH**

### **SELLERS**

**TABLES MUST BE RESERVED & PAID FOR NO LATER  
THAN APRIL 20th. TABLES ARE FREE TO OZC MEMBERS  
AND \$10 FOR NON OZC MEMBERS.**

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**Photo:** Laverne Burkhardt's Collection



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*to edit or not publish any letters which are deemed to be offensive, defamatory or slanderous. Further, with respect to any articles outlining mechanical modifications to any motor vehicle, the Editor, Directors and Officers, point out that said modifications need to be conducted under the supervision of a licensed mechanic in order to ensure owner and public safety.*

# OZC 2022 MEMBERS

On behalf of the Ontario Z-Car Owners Association, I'm pleased to announce that over half of our members have renewed for 2022 already - we are so excited to finally be able to offer in person events again. Thank you all for your continued support through our pandemic seasons.

I'd like to extend a cordial invitation for all members to participate in club events, meetings, our website forum and the newsletter.

If you're an existing member and haven't had a chance to renew for 2022 yet - we welcome you to re-join OZC and be part of the largest, most exciting Z-Club in Canada!

**Bob Chwalyk**  
**OZC Membership Director**



# NOTES FROM THE EXECUTIVE

Hi Zed Fans,

As you saw in the last issue, we are taking turns writing what used to be called Prez Sez.

You've heard the saying, "if you need something done, give the job to a busy person". This issue, I'm that busy person, getting myself involved in several other ventures in the off season. In the past month, I've sold the townhouse and bought a condo for my daughter. Of course that involved clearing out a lot of the furniture and staging the townhouse. The condo we bought had gaudy wallpaper and tacky mouldings to be removed, as well as a total lack of shelving and closet rods. Plenty to do there.

In the middle of the move, Noelle found her dream car, a Juke Nismo, so we bought it and sold the Rondo to my girlfriend's son. That led to getting the KIA certified, changing various ownerships, and selling Doug's 300,000 km Ford Fiesta.

Since I was already in packing mode, I emptied my girlfriend's garage of 8 years accumulation of detritus, built sixty feet of shelving and wrestled 35 Rubbermaid bins of Christmas decorations up onto them.

I apologize for not talking about Z cars so far, but a lot of what I've been doing is somewhat automotive related.

During all of this I tried to schedule a visit with Sean and Taylor, Z32 owners, to interview them for the article in this issue. We couldn't make a physical visit work, so we did it by phone and email. I'm sure you will enjoy their Z32 themed wedding story.

Another fun story in this jam packed issue comes

from Laverne Burkhart, writing about his early days ice racing in the CASC series.

I left the insurance on my Z, thinking I would drive it on nice days. So far it's been parked at the townhouse all winter. The last day I drove it, the alternator packed it in. Happily, I was close to home, not on a 3 day drive to a ZCon. Any day now I will take it over to Dean's shop for some body touch up's.

It has to be ready soon, because we have a very busy tour schedule planned for this season, starting with what is usually the best attended tour of the year, Halton Hills. A first this year will be a two day tour organized by Jeffrey Armstrong, out of North Bay. We don't know what Jeffrey has planned, but Manitoulin Island was mentioned. This may be a mid week tour to avoid the summer crowds in that area. But even before the tour season starts, we have the Swap Meet at an exiting new venue, Cyrious Garageworks, in Oakville, on Saturday, April 23. Refer to the flyer inside.

Check out the events schedule in this Zedline and on the website for updates, and watch your email inbox for announcements. We can always expect a few changes and short notice "pop up" tours.

Based on feedback from the recent members survey, we are going to continue distributing Zedline in a digital format only.

**Eric Zondervan**

**OZC Forum Administrator & Zedline Editor**

**On behalf of the OZC Executive**



**SEAN &  
TAYLOR**



**HAPPI-ZEE  
EVER AFTER**





## October 23, 2021

Congratulations and all the best for a wonderful future together Mr. & Mrs. Fletcher!

Taylor Johnston and Sean Fletcher are well loved members in our OZC community. Well, on October 23, 2021 they tied the knot in the most beautiful wedding that incorporated their biggest loves - their matching Nissan Z32s - Taylor's in white and Sean's in black.

Eric Zondervan reached out to the them for comment - and here's what Sean told us about how they incorporated their Z32s in the big day...



We had a custom wax seal made with the Z32 "Z" symbol to seal our wedding invitations. My wedding gifts from my bride to be was a gorgeous pair of Nissan cuff links. Made me look quite dapper if I do say so my self.

Our wedding invitations themselves included a list of our differences, the main one at the bottom, and that being her Z32 is white and mine is black. The designer of the wedding invitations posted a sample of their work on Instagram and this is the picture that got noticed by another well know member of the Z community, The Marlboro Z. Owner Roshane Udugama. It was actually a friend of his that noticed and shared it with him, and it made it full circle back to us. This was actually the first time we had seen our own wedding invitations. Funny how tight knit the Z community can be!

For our ceremony, Taylor's father climbed into her Z32 and drove her right to the isle, he climbed out of the driver's side and opened the door, the first time I got to see Taylor in her dress was as soon as I could see over the top of the Z.

The ceremony went perfectly and as magical as she could have dreamed, we wrapped it up with the famous quote from Mr K. "Love cars, love people, love life."

The best part was the photoshoot that came right after. We had professional photographer (Terry Richards out of London Ontario) take some shots of the wedding party with all the cars. He did an absolutely amazing job and the





results can clearly be seen.

We continued the night with the cutting of the cake, with our cars as toppers – hers as the White and mine as the Black Z32 Hot Wheels.

And what's a reception without a little fun classic wedding games? We played the shoe game, where the couple each have a shoe of the other and questions are asked, the shoe of the person asking is raised in the air. The three main questions asked in my opinion are as follows.

- Whose car is faster – my answer was mine – her answer was also mine
- Whose car has more horse power again - mine and mine
- Who has spent more money on the cars - yup me and me

The other two questions that we just did not agree on,

- Whose car is best looking
- Who's the better driver!

The day and night was one to remember. The next day Taylor and I drove back home a married couple - myself in my Z and her in her Z, side by side down the highway.

**OZC Executive & Members  
wish Taylor and Sean all the  
best for a happy future -  
including their beautiful  
Nissan Z32s!**

Photos by family members and Terry Richards





**Photos:** family members and Terry Richards



# **LAVERNE BURKHART**



# **BACK WHEN...**





## Tis the season for a winter article...

Let's go back to 1978 for a few moments and reminisce about motorsport in Ontario under the umbrella of CASC.

YES there was region Race, Rally, Auto Slalom and ICE Race! Being single at the time, afforded me to be involved in all of them either competing or helping someone who was. At that time my focus was Auto Slalom and Ice Race. My first Ice race season was 1978, thus the number I chose was 78. Mine for about 10 years.



For several years the series travelled to different locations on lakes often close to the organizing club. However, cold winter conditions that made thick enough ice for many cars to be racing on, became a factor after a grader making a track on Lake Simcoe went through the ice! Along comes a generous volunteer/competitor by the name of Tom Prentice from Minden Ontario who works details out with the township and town to use the fairground property. He has a landscape business and equipment to build up and flood a track on the dirt! What a brilliant idea. The first year it was a track on the swamp but early thaws became a problem with rising water. Subsequent years it moved up the hill to a large field area, which now has many added features like heated washrooms, an indoor food counter (awesome chili), registration/timing. In the early 80's we saw the celsius/farenheight scales cross at -40 on several occasions.



Categories for competition were Rubber-to-Ice or Studded. Classes within were based on engine over drive or RWD and grouped according to engine size to a max of 3000 cc. Visit [www.casc.on.ca](http://www.casc.on.ca) for rules and schedule.

My first years car was also my winter beater, a 1968 Blue Datsun 510 that I purchased for \$50. Preparation was simple for Rubber to ICE. Patched a few holes, did the brakes, road worthy with a safety. Rules then required a front and back bumper to be at 15", so I resorted to a piece of elm plank front and back. Removal of the back seat allowed me to locate ballast low down and inboard, strategically located. An "after-hours"





trip to the scales at work perfected its precise location. I would drive to Minden on a Friday night, stay at a motel, race the Sat & Sun and then drive home Sunday night. Only once did I have the occasion to fix a leaking rad hose and replace a distributor cap in -20 F temps with some borrowed bits before heading for home. A competitor ahead had bounced his car off a snowbank, the back end going up in the air and landing on the front of my hood. Unfortunately that PL510 went to the graveyard after tackling a tow truck in the back, that was stuck on the road in a severe whiteout. I had lent it to a friend. Saved the motor for the lawn mower.

The following summer I acquired another PL510 and worked to make improvements. Specifically, welding the spider gears for total traction. This would be a green "Trailer Queen". After all, I had the ballast thing all worked out! Tractionizing snow tires became a regular occurrence. My success in Rubber to Ice earned me 2 Overall championships!

So it was time to try another class. I had a friend with a beat up old Civic rally car who was interested in giving it a go. I would run the main class and he would run second driver class. It too was a hoot, but a tired engine, slightly bent chassis from rally off road excursions, caused us grief. It never wanted to track straight. Always right or left. One could never predict what it was going to do. A broken timing belt was the last straw!

That season saw us in yet another Civic, black with stripes. Time to bolt on some studded tires. The rules limited the number of studs allowed depending on the type and based on the circumference of your tire. Racing studs with chisel points or sheet metal screws which were much easier to obtain. Now what would make a good car for the studded class next year? Another friend of mine who was also into Performance Rally (closed stage roads, flat out) was working on a rotary Mazda and suggested we prepare an RX2 with a roll bar and some extra



bracing in the chassis. The Wankel was already bridge ported so it should have lots of zip, and it would rev for sure! No timing belts to worry about. First weekend of the series, South Lake near Minden. Cold, excellent ice conditions, nicely groomed snow banks about 4 feet high. Early practice all goes well. Good traction, engine runs like a top, this is really going to be fun!

The green flag drops, we're off, passing several cars before the first corner. Kind of like F1 where a race can be won or lost from the start, and it's always an action packed first corner. Tuck to the inside, throttle steer, keep it pointed ahead, accelerate, watch for that car trying to tuck to your inside on the next turn, block if necessary, tap the brake, throttle steer again, accelerate hard, wheels spinning like crazy.

What a SOUND ...as the studs claw at the ice showering ice and snow at the car behind. Eh and the whine of the rotary! Several laps of counter steer, brake, throttle, and that Mini

Cooper ahead. I could only pull on him on the longer straight after the big curve. Time to make my move on the next lap. We approach the big right hand curve tight on his tail. There is a slower car just ahead of us. The mini goes to the right, we've got to split, the slower car in the middle, if we want the lead. Flying snow and ice spray from the middle car covers my windshield, complete white out.

Driving from instinct I ease slightly to the left and go for third gear. Vision clears slightly. It's going to be a tight squeeze between the bank to the left and car to my right. Full throttle as I negotiate the last portion of the curve. OH SH.. ! the left front corner of my car catches an outcrop of the pit entry which hurls us into the air. In milliseconds.....Bamm. Upside down and stopped, four point belts holding us in.

Bob are you OK? Yep..you? Ya. We decided who was going to unbuckle first. Voices outside make inquiry. As they describe to us later, we had





flown about 10 feet into the air as the car did an end over and landed squarely atop the groomed bank, folding the roof over the roll bar and flush to the top of the dash. It was a smooth ride and fortunately a relatively smooth landing. The following weekend we were back with another PL510 for a run at the class championship.

My last season of studded racing was with a Datsun 280Z purchased from a wrecking yard, bullet holes and all, for the sole purpose of using it for 1 season, then being a donor car ( engine and 5 spd. trans) for my brothers 72 240Z. The shark was originally dark blue, painted with a roller brush and white Tremclad, then misted with a spatter gun. Of course it had a test day at Shannonville to shake down the engine and suspension alterations. It would have won more races if not for the issue I had with tires losing studs or going flat. I ran tubeless with primitive stop leak made with anti- freeze and fiberglass shreds. Slime had yet to be invented!

The 280Z also went to the happy hunting ground

after donating its organs. The roof was transplanted onto a friend's Z that had a sunroof, and the main hoop/roll bar was modified and installed in my red 240Z.

Oh to have some of those Datsun's again!

**Laverne Burkhart**  
**OZC Member, Racer Extraordinaire**







# 2022 MEMBERSHIP

**RENEW NOW TO BE PART OF OUR  
EXCITING 2022 EVENTS AND UPDATES!**

The "COVID-19" free ride for your 2020 OZC membership is about to end and we hope you've enjoyed your membership benefits for the past year. We are really looking forward to 2022 with all of our regular meetings, events and cruises being put back onto our calendar!

To get us back on a solid financial footing, we are kicking off our 2022 membership drive now. Find the 2022 membership renewal form for you to fill in at <https://ontariozcar.com/membership/>. Return to us with your membership dues payment of \$45. By doing so, not only are you supporting The Ontario Z-Car club but you will continue to enjoy the benefits of an OZC membership.

**Note:** for those who have signed up during the month of August 2021 or afterwards, please ignore this message as your membership will continue to the end of 2022. No further payment is required.

Thank you in advance for your ongoing support and let's all look forward to a fantastic fun filled calendar of events next year!

**Renew Now!**



## 2022 EVENTS CALENDAR

Watch our website & social media for pop-up events & tours!

NOTE: these events are subject to COVID regulations and may change  
Please visit our website for the latest updates

DATE	EVENT	LOCATION and DETAILS
APR	<p>April 7 OZC Eastern Chapter Meetup (Online and In Person)</p> <p>April 13 OZC Western Chapter Meeting (In Person)</p> <p>April 23 OZC Swap Meet (9:00am to 3:00pm)</p> <p>April 30 Motorama Meetup</p>	<p>Watt's Restaurant, 30 Eglinton Square, Scarborough, ON</p> <p>Cambridge Pickle Barrel, 510 Hespeler Road, Cambridge, ON</p> <p>Cyrinus Garageworks, 1393 Wallace Road, #1, Oakville, ON</p> <p>The International Centre, Toronto, ON</p>
MAY	<p>May 4 OZC Eastern Chapter Meetup (Online and In Person)</p> <p>May 15 OZC Halton Tour</p> <p>May 11 OZC Western Chapter Meeting (In Person)</p> <p>May 18-21 ZDAYZ 2022</p> <p>May 22 TENTATIVE - Nissan Sentra Cup at Victoria Day SpeedFest</p> <p>May 26 St. Lac Lapping Night (5:45pm to 8:45pm)</p> <p>May 29 Erie Shore Ice Cream Run with the Toronto Mini Club</p>	<p>Watt's Restaurant, 30 Eglinton Square, Scarborough, ON</p> <p>Details To Be Confirmed</p> <p>Cambridge Pickle Barrel, 510 Hespeler Road, Cambridge, ON</p> <p>Blowing Rock, NC</p> <p>Canadian Tire Motorsport Park, Bowmanville, ON</p> <p>Shannonville Motorsport Park, ON</p> <p>Toronto Motorsports Park, Cayuga, ON</p>
JUN	<p>June 1 OZC Eastern Chapter Meetup (Online and In Person)</p> <p>June 8 OZC Western Chapter Meeting (In Person)</p> <p>June 11 OZC Kawartha Lakes Tour - New Route!</p> <p>June 16 VARAC Lapping Day at CTMP</p> <p>June 19 VARAC Field of Dreams Car Show at CTMP (Vintage Grand Prix)</p> <p>June 23 St. Lac Lapping Night (5:45pm to 8:45pm)</p>	<p>Watt's Restaurant, 30 Eglinton Square, Scarborough, ON</p> <p>Cambridge Pickle Barrel, 510 Hespeler Road, Cambridge, ON</p> <p>Details To Be Confirmed</p> <p>Canadian Tire Motorsport Park, Bowmanville, ON</p> <p>Canadian Tire Motorsport Park, Bowmanville, ON</p> <p>Shannonville Motorsport Park, Belleville, ON</p>
JUL	<p>July 5 OZC Eastern Chapter Meetup (Online and In Person)</p> <p>July 13 OZC Western Chapter Meeting (In Person)</p> <p>13-Jul St. Lac Lapping Day (9am to 5pm)</p> <p>July 16 OZC Niagra Wine County Tour - New Route!</p> <p>Jul 25-30 35th Annual ZCON</p> <p>July 28 St. Lac Lapping Night (5:45pm to 8:45pm)</p> <p>July 30 Canal Days Annual Car Show</p>	<p>Watt's Restaurant, 30 Eglinton Square, Scarborough, ON</p> <p>Cambridge Pickle Barrel, 510 Hespeler Road, Cambridge, ON</p> <p>Shannonville Motorsport Park, Belleville, ON</p> <p>Details To Be Confirmed</p> <p>Birmingham, AL</p> <p>Shannonville Motorsport Park, Belleville, ON</p> <p>Details To Be Confirmed</p>
AUG	<p>Aug 3 OZC Eastern Chapter Meetup (Online and In Person)</p> <p>06-Aug Old Autos Bothwell Car Show</p> <p>Aug 7 OZC 27th Annual ZedFest</p> <p>Aug 10 OZC Western Chapter Meeting (In Person)</p> <p>Aug 13 Wheels on the Danforth</p> <p>Aug 20 OZC Muskoka Tour</p> <p>Aug 25 St. Lac Lapping Night (5:45pm to 8:45pm)</p>	<p>Watt's Restaurant, 30 Eglinton Square, Scarborough, ON</p> <p>Victoria Park, Bothwell, ON</p> <p>Canadian Warplane Heritage Museum</p> <p>Cambridge Pickle Barrel, 510 Hespeler Road, Cambridge, ON</p> <p>Toronto, ON</p> <p>Details To Be Confirmed</p> <p>Shannonville Motorsport Park, Belleville, ON</p>
SEP	<p>Sep 7 OZC Eastern Chapter Meetup (Online and In Person)</p> <p>Sep 8 St. Lac Lapping Night (5:45pm to 8:45pm)</p> <p>Sep 10 Drive Festival</p> <p>Sep 14 OZC Western Chapter Meeting (In Person)</p> <p>Sep 17 OZC Tobacco Picking Tour - New Tour!</p>	<p>Watt's Restaurant, 30 Eglinton Square, Scarborough, ON</p> <p>Shannonville Motorsport Park, Belleville, ON</p> <p>Canadian Tire Motorsport Park, Bowmanville, ON</p> <p>Cambridge Pickle Barrel, 510 Hespeler Road, Cambridge, ON</p> <p>Details To Be Confirmed</p>
OCT	<p>Oct 5 OZC Eastern Chapter Meetup (Online and In Person)</p> <p>Oct 12 OZC Western Chapter Meeting (In Person)</p> <p>Oct 15 OZC Fall Leaf Tour - New Route!</p> <p>Oct 22 OZC Kawartha Lakes Tour</p>	<p>Watt's Restaurant, 30 Eglinton Square, Scarborough, ON</p> <p>Cambridge Pickle Barrel, 510 Hespeler Road, Cambridge, ON</p> <p>Details To Be Confirmed</p> <p>Details To Be Confirmed</p>
NOV	<p>Nov 2 OZC Meetup (Online and In Person)</p>	<p>Watt's Restaurant, 30 Eglinton Square, Scarborough, ON</p>
DEC	<p>Dec 3 OZC Year End Social</p>	<p>Details To Be Confirmed</p>

For more details checkout the events calendar on [www.ontariozcar.com](http://www.ontariozcar.com) closer to the event  
Have an idea for an OZC event? Contact us at [info@ontariozcar.com](mailto:info@ontariozcar.com)

Thank you to our OZC community for staying strong and supportive during COVID-19  
Check back often, as we will schedule new events and tours as regulations allow!





## Test Day - June 16, 2022

### Street Lapping Sessions for \$350

Every year as part of the annual VARAC Vintage Grand Prix weekend at Canadian Tire Motorsport Park, VARAC runs a lapping/test day on the Thursday of the event. And every year, a handful of Z cars from OZC join them!

By far it is the best "bang for your buck" on the Grand Prix Track at CTMP, with this year's fee staying at only \$350 for the day.

This is not an aggressive track day - it's a well organized, well run, good people kind of event. Only one group is available for street cars (so a diversity of cars is vast) - but everyone who has attended in the past has expressed what great value it is, and what a fantastic day they had with lots of run time.

Registration is available [here](#).



# SHANNONVILLE MOTORSPORT PARK

## 2022 ST LAC LAPPING

As a follow up to the Shannonville Track Day article in our Winter 2021/2022 issue of Zedline, here's another opportunity to go lapping at Shannonville Motorsport Park (SMP) with The Saint Lawrence (St Lac) Automobile Club of Kingston.

St Lac has organized a series of 5 lapping events, running in the early evenings from May to September.

The information on the following page is posted on the St Lac website ([www.stlac.ca](http://www.stlac.ca)).

### **Interested in participating in a full lapping day instead?**

Then sign up for St. Lac's July event.

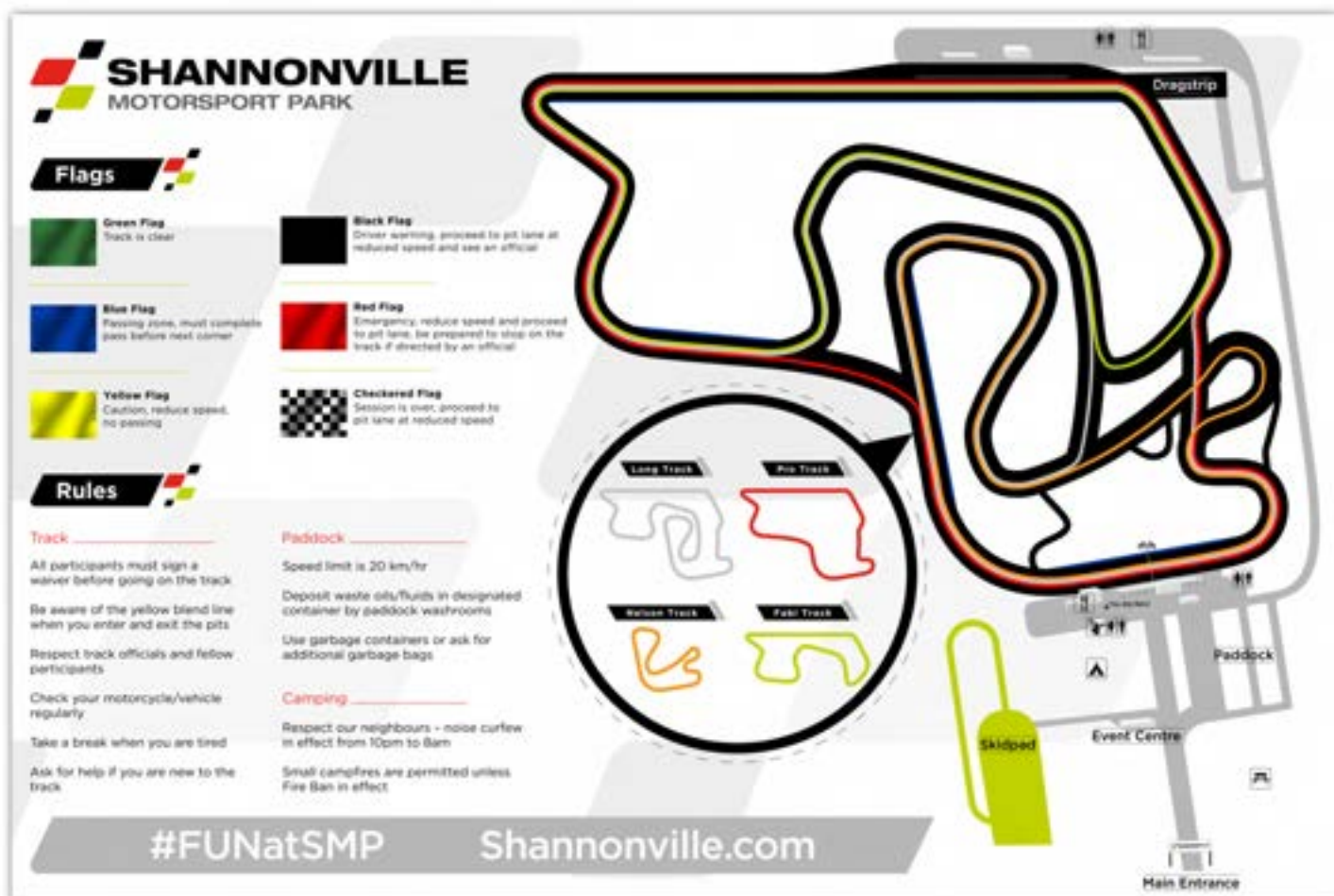
### **ST LAC presents a Full Lapping Day at SMP for 2022**

Full Lapping Day: Wednesday July 13th is booked for a full day of fun at SMP -Our goal is to offer this full day event to St. Lac members for \$150.00 and \$200 for non-members -More to come on this event.

**Questions?** Contact Howie Yoshida at [howieyoshida@gmail.com](mailto:howieyoshida@gmail.com)







## ST LAC presents ST LAP III for 2022

**Dates:** May 26th, June 23rd, July 28th, August 25th and Sept 8th.

**Starting:** 5:45 PM – **Ending:** 8:45 PM.

**Where:** Long track. Shannonville Motorsport Park

Price: \$280.00 for the season. Only season passes will be sold( fyi — this works out to \$56 per night). Additionally, a membership with St. Lac is required. The pass is transferable so it can be used by friends and family in your absence.

**The Fine Print:** The pass can only be used by one driver per car per evening; however, as in previous years we'll accommodate a second driver in the same car for the addition of the nightly fee and a club membership (\$55 per single).

**Errata:** The club also purchased several new

loaner helmets last year to accommodate those who forgot theirs.

**Payments:** eTransfer to [paymentstlac@gmail.com](mailto:paymentstlac@gmail.com) If you wish to pay in cash or by cheque, please contact Danby Crowder. It's very important to confirm via email that you've submitted your payment by emailing Danby Crowder at [danbya310@gmail.com](mailto:danbya310@gmail.com).

**Run Groups:** Indicate what type of vehicle you are most likely to run. *Street car* groups are set at a maximum of 20 cars per session for a subtotal of 40 plus 15 *race cars* lots for a total of 55 passes that are up for grabs, pretty much what we had last year, give or take a few spots...

Remember a club membership is required. Go to the St Lac club website, sign up and pay before purchasing your lapping pass.



# RALLYING

## A 510 IN THE 70'S

It's about 3 AM, midwinter somewhere deep in the backwoods between Kingston and Smiths Falls. I'm knee deep in a half-frozen river trying to hand winch our 510 out and get back in the rally. There was a fairly strong current and something, logs or ice chunks, kept hitting the driver's side. Andy stayed in the car to keep the engine running (drivers always get the cushy jobs) as the water rose inside. We needed that engine running or it would be a long and very cold night. I now understood why we cut down the Datsun's rad fan to half the diameter. In water this deep the normal fan would flex forward as it churned in the river, taking out the rad. Apparently flooding the engine bay was not unusual in a Canadian rally. I distinctly remember asking myself how did I end up here?

In 1973 I was an engineering student on a work term at Canadian Fram in Chatham. Andy Falkewitz, one of the engineers, was into rallying and searching for a new navigator. I was young and immortal, pretty good with math, engines, and after a fairly "interesting" flight in a Cessna he confirmed that I didn't get motion sickness. Apparently, I ticked all the boxes. We did a couple of tame regional rallies, just enough to get my national card, then the fun began.

We were in a battered, outwardly sedate looking 510 - at least it was the triple S model. I remember a field full of Toyotas, Saabs and even a screaming Fiat 128 whose exhaust note was particularly annoying. And a few 510's. Datsun success in rallies and racing began with the 210



Photos: Steve Edmonds



in the 50's (yes, it's true, but Datsun used the 210 designation over several iterations).The design team for the Datsun 510 worked under the overall direction of Nissan's Head of Design Kazumi Yotsumoto, with Teruo Uchino playing a major role in the design of the car, but YutakaKatayama(Mr. K) was key in the design direction.He was a motorsport aficionado and he had taken a Nissan/Datsun team to Australia in 1958 to compete in the grueling 10,100-mile Mobilgas Rally, apparently to the dismay of the risk averse senior management at Nissan.Mr. K had decided that the trick was to finish the rally, something that most competitors couldn't do.He knew the 210 was built like a brick outhouse and would be up to the task.The two 210's finished 1stand 4thin their class.Mr. K's reward was a transfer to the USA – apparently not a boost to his career.His support continued from afar with the 510 and the 240Z.Datsun's rally reputation was solidified with the 510 and many of us will remember the racing success of the 240Z.I was unaware at the time that the 510 that we prepared actually had rallying in its DNA.

I remember the names of the rallies – Tall Pines (perhaps the inaugural run?), Sand and Shovel – but the details come only as flashbacks.I've done some internet searches and there's very little information on these early events.Rallies were run on what could have been logging roads, but maybe farm roads, it was hard to tell, but at incredible speeds, with the stretches in between on public roads without closures.We would leave at dusk, drive all night, finish at a truck stop the next day for a late breakfast.Cheesy prizes were handed out at a ceremony that I could barely hear after spending over 14 hours behind a 1600 that stayed firmly at 6000 RPM the entire time.I'm sure that the waitresses, straight off the cover of a Pink Floyd album, wondered what the hell was going on.We would drive the 510 from Chatham to the rally starting point, run the course, then back to Chatham with no sleep the following afternoon.It was never trailered even though the 510 was barely street legal.We were foolishly confident that we'd still have it to drive home after shamelessly abusing it all night.It

never let us down.

One night greatness crossed our path. At the halfway point in one rally - I really don't know which one as my memory is that they were all dark and cold - I had the tools out, gulping down a coffee and trying to keep our 510 going.Then Doug Woods and Walter Boyce drove into this oasis in the trees.Their factory techs leapt from a waiting van that was brimming with parts and tools.The steering wheel of their Toyota had come off and Woods had driven part of that stage with vice grips on the shaft.They went for lunch while the techs worked on the car.It was like we had just witnessed the arrival of royalty.Turns out that we had – both Boyce and Woods are in the Canadian Motorsport Hall of Fame.At the time I was impressed that they actually had someone waiting for them.

Beneath the hood of our 510 that little four cylinder sported full race equipment.Dual Webers, high compression heads and pistons, race cam, headers and a straight pipe.It was stressed to the limit and never hiccupped.Amazing.To pass the tech for noise we pushed steel wool down the tailpipe.The inspector never noticed the retrieval wire hanging out the pipe – or did he?Three Cibie Super Oscars lit the way, with Cessna landing lights as high beams.The lights drained batteries and ruined alternators but produced artificial daylight wherever we went.

That little 510 surprised me with its durability.All I have as a reminder of that noble ride is one photo taken with a cheap instant camera.We stuffed it several times over many rallies, hand winched it out and drove on.Snow banks can be your friend.It never broke down, seemed to enjoy the relentless pounding on barely finished roads.The engine sat at 6000 RPM for hours – the throttle hammered to the floor.Until the throttle rod to the Webers snapped.That taught me to pay attention to the throttle stop bolt on the firewall.It happened in the wee hours somewhere in cottage country.We wired the throttle partially open and pattered off looking for help.We somehow found a marina, woke up

the owner and asked if he had a torch. I still can't believe how friendly he was (I wonder how I would have reacted in his place). I brazed a tube over the rod, shaking from the cold, ignoring the nearby fuel bowl, thanked the guy and we drove back to the route. I remember Andy giving him \$20, something to buy coffees at the local Tim's where he'd have a tale to tell.

Rallies in the 70's were crude and so was our 510. It was stripped of everything extraneous to the task at hand. Back seat gone, replaced with two batteries and a spare tire. Bias ply snobs on each corner – radial sidewalls were considered too weak to take the pounding. The suspension was raised, not lowered like the European rallies – we needed ground clearance. Despite the greater clearance we still hit a rock that split the floor pan wide open on my side (all the bad stuff like rocks and trees happen on the navigator's side). This new air vent in the floor killed any effectiveness that the already anemic heater had. Roll bars, 5 point belts, racing seats and helmets for safety. I still remember the incredible noise in the cabin and the headache from my helmet hitting the door window all night.

As navigator I was not just "meat in a seat" – it was a busy place on the passenger side. We had a dual Halda odometer to show both stage and total rally mileage. In the photo you can see the cable connected to the outside of the front wheel. I had a big plywood (custom!) clipboard with two stop watches at the top corners. When I first started rallying we were in the pre-calculator age. I had a Kurta mechanical calculator, a device that resembles a pepper grinder. If you are curious Google can help. It's an amazing device. When I finally got my first calculator I found that it was useless. The ride was so rough that I couldn't hit the keys. I went back to the Kurta. I saw little of the scenery, spending most of any rally with my head down, calculating the time to the next turn, trying to keep us from losing points. These were TDS rallies – time, distance, speed – and the checkpoints occurred without warning. There were no helmet radios, shouting was pointless with the din in the cabin so we used hand signals. I remember it all as a

violent, adrenalin inducing experience. I loved it.

When I graduated, I got a job in France, which put an end to my rallying. Years later I heard a rumour that Andy got a Saab ride and that he had crashed badly. He was certainly good enough to be sponsored, but it was before the internet and I had no way to confirm any of it. My recent internet searches have proven fruitless and any record of the events gone. No matter, I had a blast. And in '78, inspired by that 510, I bought the 240Z that I still own, confident that it would be reliable – and fast. Good choice.

**Steve Edmonds**

**OZC Member, Rallier Extraordinaire**







## MONTHLY IN PERSON OZC MEETINGS ARE BACK ON! (& VIRTUAL STILL SUPPORTED)

After a real long absence, we're back to holding our monthly chapter meetings again. Come on out to hear the latest club news, events updates, both past and upcoming ones and catch up with old and new friends. If it's still too far - you can join us virtually on Zoom for the Eastern Meetings.

### Eastern Meetings

Meet up with us on the first Wednesday of each month, returning to Watt's Restaurant. We start the meeting at 7:30 PM but come earlier to join us for a bite to eat at 6:00 PM.

#### Watts Restaurant

(In the Eglinton Square Shopping Centre, on the south side of Eglinton, between Victoria Park and Pharmacy)

**Contact:** Nigel White, Eastern VP

### Western Meetings

Meet up with us on the second Wednesday of each month. We'll be hosting you from a new location. We start the meeting at 7:30 PM but come earlier to join us for a bite to eat at 6:00 PM.

#### The Pickle Barrel

(approx 2.5 KM south of 401 on Hwy 24 (Hespeler Road) west side)

**Contact:** Brian Gracie, Western VP



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# FUN FORUM FACTS

Back at the Spring swap meet in 2009, I met Zak Irwin, who expressed an interest in helping with our website. We gladly welcomed him onboard and one of the first things he did was set up an online forum where interested people can discuss Z related topics.

The OZC Forums went live on July 19, 2009. We left access wide open to anyone, but set it up so you have to create a username and login to see photo attachments or make posts.

Zedline, where you are reading this article, is only available to forum users who are also OZC Club members. After one year, we take that restriction off so non-members get access to archived issues.

There have been several different people involved since Zak set up the original forum. Different platforms were used to host the site, with varying degrees of success. We now pay a higher annual fee, but have much more reliable service hosted in the cloud from vBulletin.

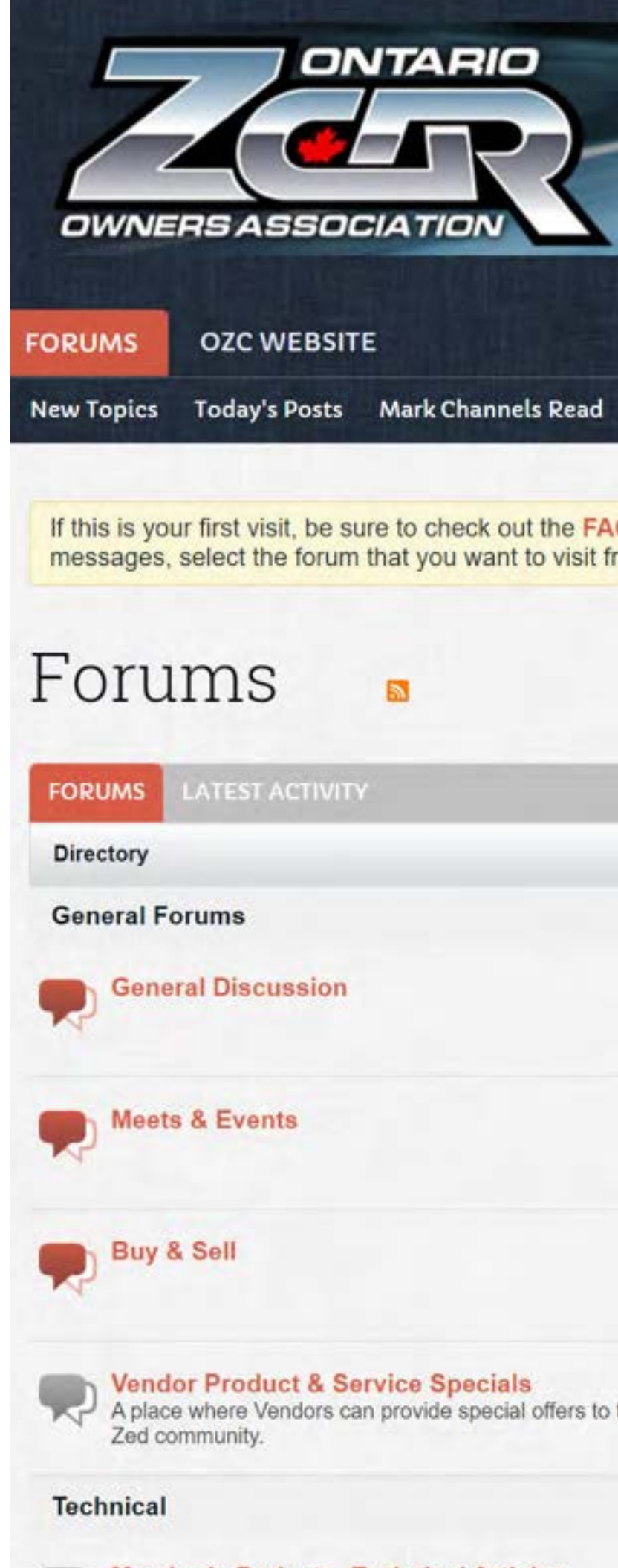
On July 18, 2014, the site went down and we had no forum for over a month. Many users have never returned.

## Now for some Fun Facts.

The most popular category is Buy and Sell, with 2484 topics started, and almost 4 replies to each topic at 9497.

The least popular is Brakes, Wheels, and Suspension with 99 posts and 702 replies.

The most posts, even though he hasn't posted anything since July 2021, is Jason Okolosin (ROCKDOG) with 1934 posts.





The most private messages sent is Laverne Burkhart (ONT240) with 230.

The busiest days for new registrations was 11 on both November 24, 2000, and November 3, 2019.

Daily logins almost always peak in November.

Nov. 7, 2010. 69

Nov. 6, 2011. 68

Nov. 4, 2012. 91

Aug. 27, 2013. 89

Nov. 3, 2013. 129

Nov. 2, 2014. 111

As mentioned earlier, we lost a lot of our subscribers after the July 19, 2015 crash. The best day since then was

April 19, 2020. 26

The most new topics started in one day was

Feb. 9, 2010. 18

The most new posts, within established topics, was

Aug 27, 2013. 53.

Now we are averaging 3-4/ day

The most popular topic is Spotted, started by Tom Dickson (ZEEKER260) on May 2, 2012 with 751 responses and 46,684 views.

Runner up is Project Theseus, started by Oliver Barber (NOLL) on July 11, 2017 with 756 responses and 15,435 views.

While not as busy as it was in the beginning, the quality of the posts more than makes up for the reduced quantity. If you are one of those who gave up on the forum after it crashed, take another look. You may be pleasantly surprised.

<https://forum.ontariozcar.com/>

**Eric Zondervan (ZEDFOOT)**  
**OZC Forum Administrator**

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