

ISSUE #1 JAN/FEB 2007

Bi-Monthly Publication

ZEDLINE



ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993

Ontario Z-Car is now at Watkins Glen Racing Research Centre



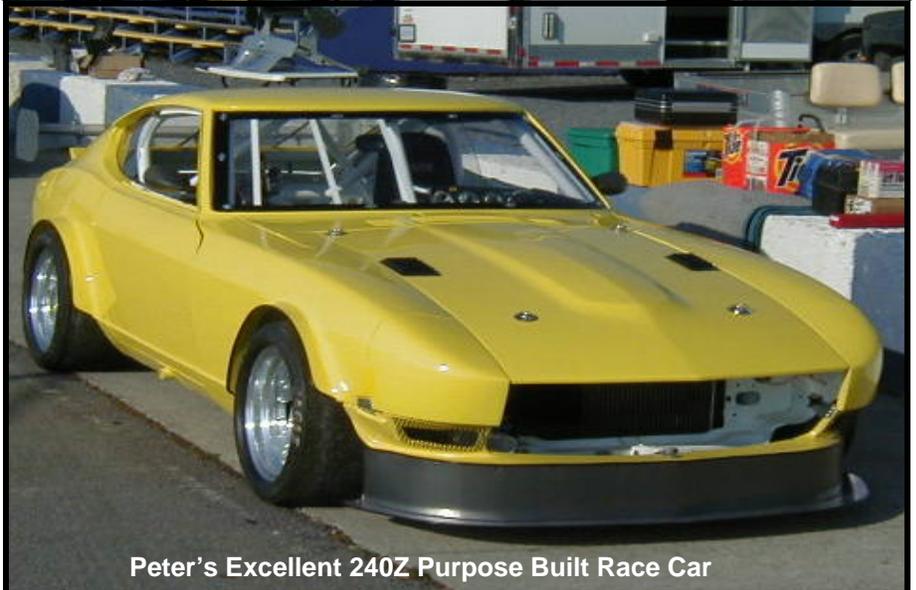
2007 EVENTS!

Trackside with Peter Skillins

2007 EVENTS!

Check out
our Events
Calendar
We're Planning
a Great Year!!

2007 EVENTS!



Peter's Excellent 240Z Purpose Built Race Car

2007 EVENTS!

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

Prez Sez ...

As we approach the Spring, as always hope springs eternal. For some, it will be an exciting time to get their winter project on the road, for others, it will be continuing to work on the car for the track or tinkering with some modifications.

With the Executive, we too are constantly working on our so-called "Zed", that being the structure of the club and the variety of events we are striving to bring all our fellow members.

As you can see in this Zedline, it is IMPORTANT to volunteer by lending a hand for some of the events. Some have already stepped up the plate and put their names into the hat. If anyone else can provide any kind of assistance, it would certainly be appreciated by your Executive.

We kick off the year with our Annual Swap Meet on April 21 at Whitehead Performance, compliments of Greg Whitehead, and then the following week, we are providing assistance and volunteers to work with the Oshawa Motor Sports Club on their lapping day at the Mosport DDT April 28.

Tom, Erle and Peter have worked hard on putting together an excellent list of tours, golf, weekend getaways and track events so please put in some effort and attend as many of them you can or want to.

Z-Fest will be on August 26 at Christie Lake Conservation Park again and we will definitely need volunteers for that event. Please do not hesitate and put your name in as a volunteer. We would only need you for a short shift and you'll still have lots of time to kick back and enjoy yourself.

Let us make this year a successful one for the Club and bring back that Zed Sprit we all have in us.

Terry Weston, President, Ontario Z-Car Owners Association



WELCOME NEW MEMBERS!

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

We are reminding all members to renew their memberships now for 2007. There are still 15 of you whose memberships come due at the end of March that have not renewed yet. This is your last Zedline. Please send in your cheque and renewal form enclosed with your last copy of Zedline now! Today! Immediately!

WE ARE STILL LOOKING FOR YOUR CURRENT EMAIL ADDRESS

A few of you Hotmail users need to empty your mailbox so you can receive new messages. For the rest of you, please provide a current usable email address. It is by far the easiest way for us to contact you about future events and late schedule changes etc. To do this, go to the OZC website, www.ontariozcar.com and click on "Contact Us", then scroll down to Membership Director. Send a message indicating your email. Simple really.

Thankz,

Edward Burkhart
Membership Director



2007 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** \$50 for 2007
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CASC Affiliated



From The Driver's Seat

Well, it's the first Zedline for 2007 so that's a good thing. I made it through 2006 as the newsletter editor, rather unscathed and not burnt out yet, learned a lot about desktop publishing software and design layouts but still have a long way to go for sure.

Our first Zedline for 2007 features the events that your Executive have been busy planning for you over the winter. We sure hope you will come out and participate or volunteer your time. Have any of you seen that Aussie commercial on TV where they are going on about all the great things to see and do in Australia and what you are missing by not going there and then it ends with a guy saying, "So where the bloody hell are you?". My sentiments exactly!

You know our membership numbers vary from 150 + up to 175 or so, OZC even topped 200 regularly a few years ago. That's a lot of paid memberships but I would estimate only 40 to 50 of you are active members that participate in events, meetings or contribute items for Zedline. Wow, that's means there are over 125 members that we "never" see.

You must really like reading Zedline and I really appreciate that as the Editor but the Executive would really like to see you in person though as a warm body at our events. That would be really great, I mean really, for sure. So read on, please check out the events calendar. How can you resist not coming out this year?

Howie Yoshida
Zedline Editor
Always asking, Always looking
Send me your stuff!

howieyoshida@rogers.com



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Inside this issue, we thank the following contributors

Terry Weston, Michael Lambert, Pete Radoja, Tom Dickson

Diane Dale, Philip Amshad, Edward Burkhart, Erle Strauss

"The Editor of Zedline and the Directors and Officers of the Ontario Z-Car Owners Association and the Ontario Z-Car Owners Association Inc. do not necessarily adopt to the views expressed in any letters to the Editor or articles published by our members. We intend to have the Zedline as an open forum available for members to express their views but retain the right to edit or not publish any letters which are deemed to be offensive, defamatory or slanderous. Further, with respect to any articles outlining mechanical modifications to any motor vehicle, the Editor, Directors and Officers, point out that said modifications need to be conducted under the supervision of a licensed mechanic in order to ensure owner and public safety"

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

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

- April 4 - Eastern Chapter Meeting at Route 66
- April 6 - 8 - Canadian Motorsports Expo, Toronto Congress Centre, (www.canadianmotorsportsexpo.com) for details
- April 11 - Western Chapter Meeting at Alaskan Fish & Chips, London
- April 21 - Swap Meet at Whitehead Performance
- April 28 - Oshawa Motor Sports Club Lapping Day & Track School, Mosport DDT, learn how to organize & run a lapping day or learn how to handle your car. Contact Tom Dickson (zeeker260@hotmail.com) or Erle Strauss (estrauss3@rogers.com)
- May 9 - Joint East-West Chapter Meeting at Montana's in Milton, hosted by Western Chapter
- May 19 - Golf Tourney, 9 hole Executive Course in am and Wine & Cheese Festival at Archibald's Winery in pm, North Bowmanville. Contact Tom Dickson (zeeker260@hotmail.com) or Erle Strauss (estrauss3@rogers.com)
- June 1 - Go-karting at Formula Kartways, Brampton. Contact Wes Hore (smurfzed32@hotmail.com)
- June 6 - Eastern Chapter Meeting at Route 66
- June 9 - Tour of the North, a whole day 600 km cruise up through Bala, Huntsville, Dorset & Minden, lots of scenery. Contact Wes Hore (smurfzed32@hotmail.com)
- June 14 - Westmount Car Show & social. Contact Pete Radoja (radojap@hotmail.com)
- June 17 - London Swap Meet & Flea Market, meet in London and cruise up to Grand Bend for the Flea Market, dinner. Contact Pete Radoja (radojap@hotmail.com)
- June 22-24 - VARAC Vintage Festival & Formula One Reunion at Mosport International Raceway
- June 23 - Drag Day #1 at St. Thomas Speedway, dinner, day 1 of 2, 2 days total points for trophies. Contact Jim Maw (alfa@golden.net)
- July 4 - Eastern Chapter Meeting at Route 66
- July 7 - Oshawa Motor Sports Club Lapping Day at Shannonville. Contact Tom Dickson (zeeker260@hotmail.com) or Erle Strauss (estrauss3@rogers.com)
- July 11 - Western Chapter Meeting at Ernie's Roadhouse, Cambridge
- July 21- 22 - Finger Lakes Tour, NY, Members of Rochester Z Club to attend. Contact Erle Strauss (estrauss3@rogers.com)
- August 1 - Eastern Chapter Meeting at Route 66
- August 8 - Western Chapter Meeting at Alaskan Fish & Chips, London
- August 18 - Cruise to Peterborough, meet car enthusiasts, Liftlocks, Museums, Drive-In movie. Contact Tom Dickson (zeeker260@hotmail.com)
- August 26 - Z-Fest at Christie Lake Conservation Area, Dundas, volunteers required.** Contact Tom Dickson (zeeker260@hotmail.com)
- September 5 - Joint East-West Chapter Meeting at Montana's in Milton, hosted by Eastern Chapter
- September 16 - Oshawa Motor Sports Club Lapping Day at Mosport DDT. Contact Tom Dickson (zeeker260@hotmail.com) or Erle Strauss (estrauss3@rogers.com)
- September 22 - Drag Day #2 at St. Thomas Speedway, dinner, day 2 of 2, 2 days total points for trophies. Contact Jim Maw (alfa@golden.net)
- October 1 - 5 - ZCCA Convention, Daytona Beach, FL
- October 3 - Eastern Chapter Meeting at Route 66
- October 10 - Western Chapter Meeting at Alaskan Fish & Chips, London
- October 27 - Joint East-West Halloween Howl...Bowling night, location TBA
- November 7 - Eastern Chapter Meeting at Route 66 & Election night for 2008 OZC Executive
- November 14 - Western Chapter Meeting at Ernie's Roadhouse, Cambridge & Election night for 2008 OZC Executive
- November TBA - West/East Seasonal Social, dinner at the Mandarin in Kitchener
- December 5 - Eastern Chapter Meeting at Route 66
- December 12 - Western Chapter Meeting at Alaskan Fish & Chips, London

Ontario Z-Car Club Takes Up Residence at Watkins Glen Permanently!

By Michael Lambert

The Ontario Z-Car Club is now represented at Watkins Glen through our connection with The International Motor Racing Research Center at Watkins Glen. During the summer of 2005 I had the opportunity to attend the ZCCA convention in Syracuse N.Y. As many of you remember or have read in past issues of Zedline it was an excellent event. One of the highlights of that particular convention was the opportunity to spend the day in Watkins Glen and drive the Historic Watkins Glen road race course and also the Watkins Glen International Speedway.

The other excellent facility in town is The International Motor Racing Research Center. The Center is located at 610 S. Decatur Street in Watkins Glen, New York, in the heart of the state's Finger Lakes region.

When in Watkins Glen that summer, fellow member Dave Whittaker and I took the opportunity to visit the center. It is a beautiful new structure with an extensive collection of racing memorabilia, films, video, records of races, automobiles and books. In short they have everything to do with racing...almost everything. While I am sure the Jaguar, Porsche and Ferrari owners are delighted, we poor cousins, the Z car enthusiasts, may be disappointed to find virtually nothing regarding books about Nissan/Datsun.

This is the Center's mission statement:

The mission of the International Motor Racing Research Center at Watkins Glen is to be the world-class leader in the collection of materials representing the documentary heritage of amateur and professional motor racing, highlighting Sports Car, Formula 1, NASCAR, and vintage and historic racing. The Research Center maintains archives for the personal papers of drivers, journalists and authors; rare books, serial publications, and reference books pertaining to drivers, cars, races and the history of motor racing; the historical records and newsletters of clubs and motor racing teams and corporations; and historical photographs, movie films, videos, oral histories, and memorabilia. Operating according to professional archival standards of preservation and bibliographic cataloguing, the Research Center is open to all for primary research, offers extensive reference and other public services, and makes the wealth of gathered information available worldwide through computer technology.

As we stood staring at the empty space on the shelf where our books should be, David and I knew in our Z obsessed hearts that Datsun should be part of this important collection.

So for the past number of months the Western Chapter has been collecting books from members and making purchases with some of the 50/50 draw money to put together a little "care" package for the Research Center. I recently sent a box of books to curator Mark Steigerwald as a gift from the OZC. The books we sent are clearly marked as "donated by the Ontario Z-Car Owners Association" and includes our address and website information.

These are the books I have sent:

1. Datsun 280ZX
2. Motorsport Catalogue
3. How to Hot Rod and Race Your Datsun
4. Consumer Guide to Datsun Z Cars
5. Datsun/Nissan: A History in the U.S.A.
6. Mr. K- Yutake Katayama: A Man Who Realized a Dream In America
7. How to Restore Your Z Car
8. How To Modify Your Nissan and Datsun OHC Engine.

I would like to thank the members of the club that supported this initiative through their donation of books. I know Mark was very

pleased to hear that we were making this donation.

The following is the letter that I sent with our package.

Dear Mr. Steigerwald,

Please find enclosed a shipment of books for your collection at the Research Center. The Ontario Z-Car Club is one of the largest clubs of it's kind and located in Southern Ontario, approximately three hours west of Watkins Glen. Many of our members have raced and continue to race at the fine facility of Watkins Glen International speedway. It was while I was visiting this facility with my 1976 Datsun 280Z in the summer of 2005 that I visited your Research Center. I was saddened to see that there were few resources covering the Nissan/Datsun product line. The Z car has enjoyed a proud history of racing success at Watkins Glen and indeed world wide. John Morton, Peter Brock and Paul Newman are only a few of the renowned drivers that established the Z Car as a formidable opponent on the track. On behalf of the Ontario Z-Car Club, I am pleased to present your collection with a small token of our appreciation of your efforts to preserve racing and automobile history. The books I have included cover the history of the company, the restoration process of the Z car and several excellent overviews of the various model lines and racing heritage. I hope your patrons will find this to be a useful addition to the collection.

Sincerely,
Michael F. Lambert
Vice President
Ontario Z-Car Owners Association

The next time you are in Watkins Glen make sure you get over to the Research Center. Not just to see all the great stuff they have but just to check that our cars and our club is represented right where it should be on a shelf, just ahead of, Ferrari, Jaguar and Porsche (alphabetically speaking, that is).

Here's what you are missing.....



MONTHLY MEETING MINUTES — COME ON OUT & JOIN US

OZC Eastern Meeting, Route 66 Sports Bar, Tor. Wed Jan 3/07, 7:30

The monthly Eastern meeting was held at Route 66 on Wednesday January 3, 2007 and was chaired by Tom Dickson, Eastern VP. There were 16 members present.

1. Welcome - Tom

New Year's Greetings were extended by Tom to all in attendance.

2. Treasurer's Report - Erle

Erle presented a year end report to summarize all the 2006 expenditures and revenue generated compared to the projected budget that was established by the Executive Committee in April 2006.

Actual expenses were less than budgeted as costs were kept under control. Revenues were up overall due to advertising efforts for Zedline and funds generated by Z-Fest but revenue from memberships was less than projected. Overall, there was a small operating deficit of \$572.

3. Zedline - Howie

The last issue of Zedline for 2006 was distributed at the meeting. Remaining copies will be mailed out or distributed at the Western meeting.

4. Future Events

A numbers of events were discussed in general with no firm dates yet. As dates are finalized, they will be published in Zedline and posted on the website calendar.

Swap Meet at Whitehead Performance - Tom has discussed this annual event with Greg Whitehead and the tentative date is Sat. April 21, 2007.

Z-Fest 2007 - Tom has proposed a July date. Details to be worked out.

5. 50/50 Draw - Wes

Thanks to Wes, a 50/50 draw was held again. Vince Santoro won the cash prize of \$30. Other prizes (car care products, car model etc.) were won by Edmarc, Frank, Erle, Eric and Bobby.

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

Minutes recorded by Howie Yoshida

Minutes: Jan 10, 2007 Western Chapter Meeting Cambridge

18 members & guests were present. Our new V.P. Petar Radoja welcomed all and announced the 2007 Executive. Guests were introduced and a round of thank you applause for outgoing V.P., Michael Lambert.

Petar spoke about some of his goals for the next year and the positive attitude that he has for the club.

A treasurer's report was given by Howie Yoshida. Howie explained that the club was in good condition financially and that the small deficit caused by expenses carried over from the previous administration would be eliminated during the year as memberships are paid. Any member wishing to have a copy of the clubs financial statement should contact any member of the Executive.

Upcoming events were discussed and ideas were forwarded for other events. Tentative schedule as follows:

April: Swap Meet

May: Wine Tour and Golf Tournament

June: Huntsville Car Cruise

June: Westmount Car Cruise Night in London and social afterwards
 Drag Day at St. Thomas Speedway and social to follow
 London Car Show and cruise to Grand Bend Flea Market
 Fleetwood Ranch car show in Byron

July: Finger Lakes tour

August: Z-Fest at Christie Lake Conservation Area again

September: Joint East West Meeting in Milton

October: ZCCA convention in Florida

November: Christmas season social

Other events discussed included the New Car showings in Detroit and Toronto, the rod and custom shows in Detroit and Toronto and the series of OMSC track days.

Members should check the club website for detailed information regarding club events and other events of interest. Please forward any event information to the club webmaster for posting.

The next meeting is at the Alaskan Fish and Chips in London.

NOTE: The OZC Ladies nite out continues under the care of Tina Lambert every 2nd month in London. Contact Tina for more information 519-633-7442.

Minutes by Michael Lambert

OZC Eastern Minutes, Route 66, Tor, Wed February 7, 2007, 7:30 pm

There were 13 members present.

1. Operating Budget 2007 - Tom

Copies were distributed. The budget is projecting a small surplus. Some highlights mentioned, Zedline publication costs (on a per issue basis) will remain the same, postage rates have risen 5%. On the income side, we are targeting for 140 paid members with the remainder of funds generated by advertising revenue from Zedline and our 50/50 draws. Any member wishing to see a copy of the budget should contact the Executive.

2. 2007 Directions & Events - Tom

Tom presented a summary list of the proposed events that the Executive have been working on for the past few months. Details and dates have to be confirmed. Refer to 2007 event schedule in Zedline to confirm dates.

3. Zedline - Howie

The first Zedline for 2007, Jan/Feb issue will be ready for mail out in early March. Any articles, stories, tech items that you would like to share with the members would be appreciated.

4. 50/50 Draw - Wes

The 50/50 (Bill Husar benevolent fund!) first prize of \$30 was won by Bill Husar as he was present at this month's meeting. Second place of the fabulous catalogue from the recent R&M Car Auction (thanks to Bill Dawson) was won by Bill Warren.

Minutes: Feb 14, 2007 Western Chapter Meeting London

1. Welcomes

2. Executive Meeting in January

The budget was drafted and the Excom developed an event calendar to plan early & set up a schedule.

3. Events Calendar 2007

The proposed events calendar was presented and discussed. Event details will be posted on the website and in Zedline as they are confirmed.

4. Next meeting March 14th in Cambridge

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

Western meetings are held the second Wed of the month alternating between **Cambridge & London.**

Alaskan Fish & Chips & Chester Fried Chicken, LONDON

802 Exeter Rd. at 7:30 pm, 519-690-0909.

From the east—take the Exeter Rd and Wellington Rd exit. Stay to the right on Exeter Rd. Go through the light and Alaskan Fish & Chips is on your right (north side) BEFORE Wellington Rd.

From the west—take Wellington Rd. north. Turn right (east) onto Exeter Rd., look to your left (north).

Ernie's Roadhouse, CAMBRIDGE

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

401 to Cambridge, exit at Hwy 24 North, stay to your right and follow Queen St, 3 lights on left, corner of Queen & Guelph.

Eastern meetings are held the first Wednesday of the month.

Route 66 Sports Bar & Grill

Eglinton Square Shopping Centre at 7:30 pm, 416-755-7869

(Victoria Park & Eglinton)





by Diane Dale

By Diane Dale

Name: Peter Skillins

Occupation: President of Project Management Group Limited – Consultants & Project Managers in Building restoration & repairs
Company Name: PMG

Family: Married to Cyndy, Dog Father to chocolate Lab named INDY

Hometown: Aurora

Contact: 416-677-8539 & datsun@aci.on.ca

Website: www.datsunzcars.com

DD: Hi Peter! Welcome to 'Trackside'. We're really excited to be interviewing a long time Ontario Z-Car member. Tell us a little bit about the history of you and the OZCC.

PS: Hi Diane...thanks for visiting & talking with me today. I first heard about the club through the Toronto Star Wheels section. I am OZC member # 106. I joined back when meetings were held at Dieter's Garage in Oshawa. Nov 1998 I became the Eastern Chapter VP for one year & then Bill Husar took over in Nov. 1999. I ran a few go-karting events too.

DD: What about your history with Z cars. How many have you owned, and please tell us a bit about them.

PS: I have owned eight cars. Six Z's and two ZX's. The first 1973 Zed was a rust bucket without a motor. Put a motor in it and ran it for about two years until I found a "pristine" 1974 260Z that I ran for about two years until I discovered it was also a rust bucket. Two cars for the crusher. In 1989 I purchased a 1974 260Z with 43,000 miles on it. It was not running but I had all the parts. In 1996 I got it on the road and then drove it only in good weather until 2006 when I sold it. This car got me started "on-track" by attending about six lapping days with OZCC, TIZCC and some racer friends of mine. I even took this car to St. Thomas for the very first drag race events held by OZCC.

I decided that this car was too slow for the track and with less than 50,000 miles on it that it was not a good idea to pound on the car at the track too much.

I had purchased three 240Z's from Steve Culliford in May 1999. One was running, one was a restoration candidate and the third one was a completely stripped rolling shell. Steve put new Charlie Osborne floors in the last one and then sold the cars to me along with two trailers full of parts of all descriptions.

In October 2000 I purchased a 1982 280ZX race car rolling chassis.

Also along the way I purchased a 1979 280ZX car to get the five speed tranny out of it. The tranny was trash. Nigel White was able to get the computer and fuel injection system out of it before I junked the rest.

DD: Tell us specifically about your two "newer" Z cars – firstly, the race prepped 240z and then the 280zx

The Race Prepped 240z

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

PS: This car is a purpose built race car that started as a sandblasted shell. A complete roll



The "other" race car - a 280ZX

cage was custom fabricated as were the fender flairs and other body panels. All elec circuits, brake lines, fuel lines and window panels were custom made. Suspension – Lowered at least two inches. Fully adjustable coil-overs. Adjustable camber at all 4 corners. 4 piston calliper disk brakes on all wheels. Engine Performance – 2.8 litre motor with flat top pistons. Head, intake manifold and carbs are all taper bored to match. Head has been ported by Whitehead Performance. Engine was assembled by Whitehead. 1.75" headers go to two 2.25" exhaust pipes. Triple Mikuni PHH44 carbs.

Transmission: - Borg Warner T5

Differential – Welded gears & 3.90 ratio

Tires & Wheels – Goodyear Eagle cantilevered racing slicks (23"x9" wide) on 15" x 8" American Racing rims

Overall Handling – Amazing! Turns like a go-kart.

Stops way too quick with the huge brakes.

Body – All bright Yellow. Lexan instead of glass all around. Fibreglass hood, fenders & rear hatch. Custom made front splitter.

Interior – Single seat, dash, steering wheel and roll bars – that's it! Very comfortable and safe.

Other – Car weighs 2,150 lbs. empty. Approx. 2,450 with driver & fuel.

DD: And the 280zx?

Suspension – Mostly stock but coil-overs have been retrofitted onto shock struts. Tokico Black racing shocks. 4 wheel disk brakes using stock components but pads are from Porterfield Racing Brakes and are made in their R4 racing compound.

Engine Performance – New 2.8 litre Whitehead motor. Triple Webers. 1.5" headers. Mike Hansen ported N42 head.

Overall Handling – Extremely well cornering car. Fun



The stunning 2.8L for the 240Z

to drive. Brakes good but no where near as quickly as the 240Z. Body – All steel stock body & panels. Glass replaced with Lexan. Interior – Gutted. One seat, dash, steering wheel and roll bars. Two seats but I took out the passenger seat to make it go faster. Other – This car is being refitted for 2007 to make it eligible for regional racing, hasn't been actively raced for more than 15 yrs.

DD: What I find most curious about your race cars is that you don't actually race them... I see you at track days all the time, but your passion seems to be with the cars themselves.

PS: I enjoy the project or the process. I like to build the car, sort it out on track, rework it again, sort it again and so on. With two race cars in my shop I can always find something to work on in an effort to make the cars run faster & handle better. Tracks days allow me to run on track as much as I wish between 9 am & 5 pm so I get a lot of seat time in a short period of time. When you think a car is finally there you can always find something that may make it handle better so the process continues.



The simple, clean dash lines of the 240Z

DD: What is your favourite race car? (and why...)

PS: My favourite race car is the Ron Fellows ALMS GT1 Corvette Z06. The car is recognizable as a street car but under the body lies a hi-tech advanced tube chassis race car. This car can race at any level against many of the worlds most exotic race cars.

DD: We see you at a lot of the race weekends, (with Cyndy and Indy...). Is racing one of your passions?

PS: I can watch most forms of road course and street course racing. I enjoy cars that turn left AND right. We crew for my friend Blaise Csida because he is good at what he does (so I can learn from him) and he is successful at what he does (he usually wins).

DD: What type of racing is your favourite?

PS: The old Trans Am racing series featuring full bodied tube chassis race cars has been my passion for at least 15 years. Cyndy & I used to go to Watkins Glen Raceway to watch the Trans-Am races on the same weekends at the NASCAR races. NASCAR was cool but the Trans-Am cars with Ron Fellows, Tommy Kendall & Paul Gentilozzi were faster & more exciting.

DD: Who are some of your racing heroes?

PS: Dale Earnhardt was my favourite NASCAR racer. Now it is Michael Waltrip because he does not take his sport too seriously. Any chance I get to watch Ron Fellows, Boris Said or Scott Pruett race I make time to study their techniques.

DD: What are some of the "invaluable lessons" that you've learnt crewing over the years at the racetrack?

PS: BE PREPARED! There is no substitute for taking the time before you get to the track to check every nut and bolt on the race car to ensure the car will stay together at the track and during the

race. It is not fun to stay at the track late at night and early the next morning to fix things that should have been made right before the car was loaded on the trailer. If the car does not run properly or competitively then the entire race or lapping day experience is spoiled. You begin to dislike the track if the team spends little time on track & lots of time in the paddock.

DD: Are there any "memorable moments" that you've had at any events that you'd like to share with us?

PS: Crewing for Blaise Csida in 2000 when he won the Canada Challenge GT2 Division Championship was an extreme pleasure. We were the most under funded racing team there yet as a team we were able to prepare and campaign a consistent winning car.

DD: Getting back to the cars a bit – I understand you've got yourself a nice space where you can work on your cars; can you describe it to us and what pros/cons you see to having your own "dedicated" project space.

PS: I have been renting a 1,500 sq ft shop in Aurora since 1999. I have a hoist to work on cars but it also stacks cars when I need a bit more room. It seems that I have acquired almost every tool available to man. It is nice being able to work indoors in January without shivering because the shop is heated to 65 degrees or more. I have stored as many as six cars in the shop at one time. I also have a 1992 Ford F350 Dually Diesel Crew Cab pick up truck to pull a 2006 enclosed 28 foot race car hauler.



Peter's own dream car garage

DD: Is there any advice you can give (suggestions, good ideas, mistakes to avoid) to the avid car owners out there who are thinking of finding their own dedicated shop space?

PS: If at all possible try to buy it rather than rent it. I have been renting for 8 years & I could have bought & paid for a shop by now. When you start out renting you can not imagine it will be forever until thousands of dollars have left your wallet & they are not coming back. The cost of buying the shop I am renting has gone up \$60,000 in the 8 years I have been there. Also, try to do it on your own if you can. Relying on others for sharing tools & costs & other stuff can strain friendships if all parties do not share equally.

DD: What are your plans for the 2007 season (where will we be able to find you and your cars?)

PS: I plan to have the 240Z and the 280ZX track cars ready by the end of March. I plan to run the big track at Mosport, the Driver Development Track at Mosport and Shannonville as often as I can. So far I have located at least 15 track days this summer. The 280ZX may be raced by Blaise at Shannonville in the middle of the summer so I will be there to act as crew chief, truck driver, food services, fueller, tire changer, chief mechanic. etc.

DD: Well thank you very much for your time Peter! We're certainly looking forward to seeing you "trackside" this year!

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 two years with an estimated additional year to completion. It is being undertaken by Philip Amshad.

Philip has served on the Executive of the Oshawa Motorsports Club (OMSC) for the past 10 years, and has just started his fifth year as President. This Project Datsun 240Z series of articles has been reprinted from the OMSC newsletter, Fast Lines.

Project Datsun 240Z - Part 11 - The Glass Menagerie

by Philip Amshad

It has been two months since the last installment of this project made it to print, and for those Members following the build, I apologies for the delay. Over the last two months I have worked at a furious pace on 4 separate projects. In fact, last week I logged 60 hours of machine and fabrication time on a part of the build that will be covered in next month's installment.

This month however, as promised, I have returned to mixing up batches of resin and glass mat. As each year passes, the availability of parts for this vehicle becomes more difficult to source. Fiberglass panels, although widely available 10 or 15 years ago, are almost non-existent now. Until January 1st, 2005. On that date I managed to purchase a set of brand new, professionally made fiberglass doors, and a "one off", one-piece fiberglass front clip that were built off factory steel components. The doors were constructed with more love than fiberglass, and are an absolute works of art. The drag race style front clip, although complete from the cowl forward, sort of looks like a dogs dinner. The front clip is a little thin on gel coat, and shows some voids and air under the fiberglass. However, finding these parts has put this project back on track. The front clip requires an almost complete re-fabrication to fit the new dimensions for this car, but will save me many hours as opposed to starting from scratch.

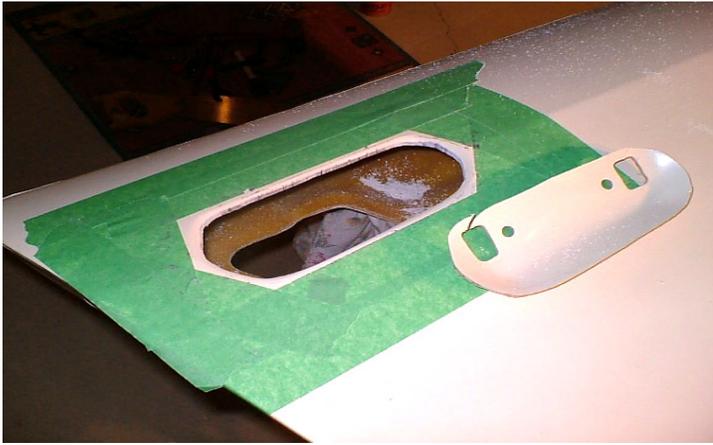


fore the exothermic reaction has fully passed will create a weak product that will eventually de-laminate.

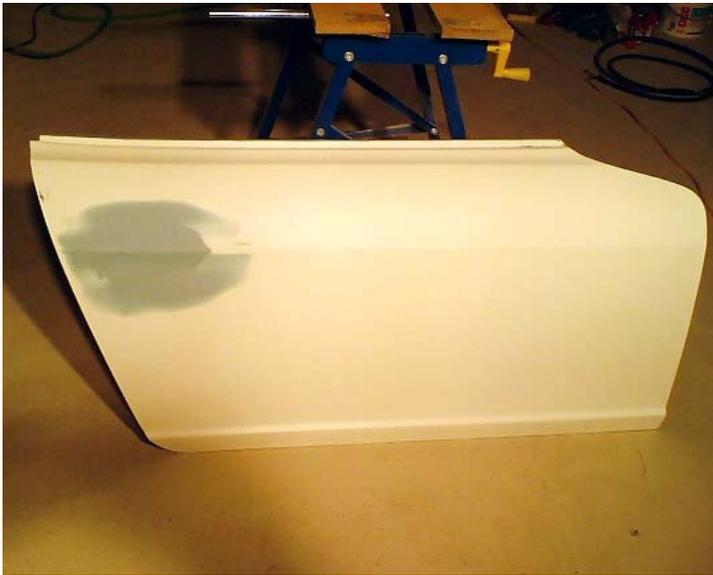


The doors proved to be a perfect fit into the stock opening of the body. The many hours that I spent keeping the body square as the chassis took shape has paid off 10 fold. As an exact replica of a factory steel door, this fiberglass copy has all the lock, handle, regulator and trim cutouts. A racecar requires none of these so out came the jig saw, and off went the offending material. Resins have come a long way in the last 10 years; however, the full cure time is still around 12 hours. Adding additional resin or glass be-

Each door would therefore take almost two weeks to modify. With the interior door panel removed, a stiffing rib was made and glassed onto place. This will add rigidity to the door and hopefully, a bit of safety. I also glassed over the top of the door shell, which was previously cut away for the window, and it's frame. The recessed outer door handle and lock cutout were also glassed shut. The shell was given three coats of body filler before



being block sanded flat. Three coats of an epoxy high build primer brings this part of the project to a close. The completed shell, without paint weights a mere 16 lbs. For comparison, the stock steel shell tips the scales at just over 35 lbs.



Next month the focus will change once again. Fiberglass dust will be replaced with aluminum shavings. Body filler will take a back seat to brake pedal fabrication. So until then, keep your car and yourself safe and we'll see you at the track.

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Project Datsun 240Z - Part 12-Brake Dancing

By Philip Amshad

It has been just over a year since I sat down with pen and paper to layout the concept, and design parameters of this project. With the criteria set, a build sheet was made. Once totaled, somewhere between 70 and 80% of this car will be fabricated from raw material. One of the key components I intended to make was a floor mounted, three pedal brake assembly.

Now you may be asking, why build a pedal assembly when there are a number of manufactures offering “bolt in” packages. Most of the assemblies on the market are sized for a formula car, and do not have the pedal ratio that I require. The second factor was cost. The least expensive model carries a price tag of \$1500.00 without master cylinders. That price can triple, or more for an AP assembly. Now just one disclaimer; Do not attempt to duplicate this project without a firm understanding of material properties, and fabrication techniques.

The design for the project started with a clean sheet of paper. With the pedal ratio set at 7.50:1, and the distance between the pedals established, a materials list could now be finalized. The choice of materials would be crucial to the projects design requirements. For this project, I chose to fabricate the entire assembly out of 6061-T6 aluminum alloy. Aluminum is available in a number of grades, tempers, and hardness. Aluminum is often combined with silicon, iron, copper, manganese, chromium, zinc, magnesium, and titanium to give the base material additional properties, and create specific alloys. For example, alloys with a 3 as the first digit are in the manganese group. 2 is copper, 4 is silicon, 5 is magnesium, 6 is manganese, or manganese/silicon, and 7 is zinc. Temper refers to the conditioning, or strength of the material. F- stands for no additional processing. O – annealed – softened by heating and cooling. H – strain hardened by cold working. T – heat treated in a copper solution. Hardness – indicated by the number to the right of the letter denotes variations in the manufacturing process. The high this suffix, the stronger and harder the material.

6061 – T6 aluminum is a very strong material, which makes it perfect for a highly stressed component. This material is used when a part requires no bending or welding. 6061 – T6 is prone to cracking if welded, and the welds tend to be brittle. However, the right filler rod, and welding technique can result in a strong, sound part. With the material chosen, and the design finalized, it was time to begin the slow process of machining a solid block of material into the bracket shown in the picture. Using a manual mill, I logged over 60 hours of machine time on the bracket alone. The starting dimensions for the extruded block of

aluminum shown in the picture was 12” X 6” X 4”. The entire build took some 100 hours to complete, but the end result is a fairly light, super strong, custom part designed to my requirements. This project would not have been possible without the assistance and guidance of the staff of Metals Plus. I hope that you have enjoyed this installment of the project, and that it has inspired you to get out there and build something for your car. Next month, the focus will shift to the exhaust system. So until then, keep your car and yourself safe and we’ll see you at the track.





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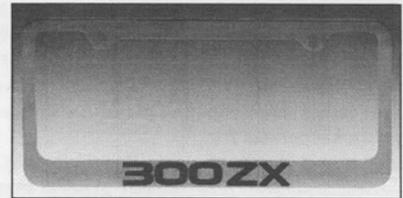
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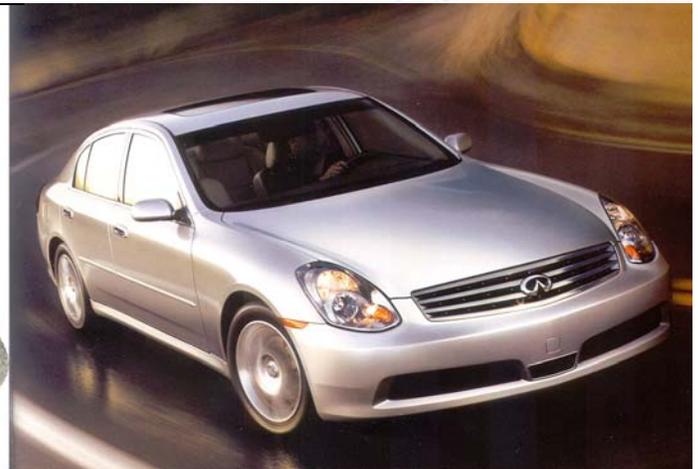
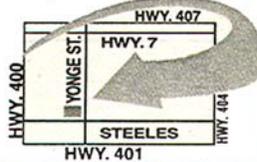
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