

ISSUE #6 NOV/DEC 2007

Bi-Monthly Publication



ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993

Our message to you & yours..



Best Wishes!



All I wanted for Christmas was a !!



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

Prez Sez ...



I faintly remember being shuffled off into a corner at one of the Eastern Chapter meetings by Bill and Howard. With a gleam in their eyes, saying that I should give the President's position a try and that they would always be there to help if needed. Okay that was nice to hear but I had some trepidation as to how I would be received by the members as I was fairly new and only involved through the merchandise end of the club.

I have to tell you though, I had a lot of enjoyment doing this mostly because I was lucky enough to have such a strong Executive Committee to help lead the way and make the changes necessary to ensure a positive future for Ontario Z- Car. It was not easy as we did have our differences in certain matters but we compromised and did what we thought was best for the club. This is what makes me excited about the members that have stepped forward to make this one of the most successful event years we hope to have.

For my last Prez Sez, I would like to thank the following members of the Executive:

Howie Yoshida: He has always been that bug in my ear, whether it was making sure I got my Prez Sez column in on time to ensuring that any ideas I had, either positive or negative, got some feedback. His resolve is what I enjoyed the most as I could always see the passion he showed to make sure the club was always left in a good position. His continuing excellent work on the Zedline will always be remembered.

Erle Strauss: He is a fun person to work with, very passionate and vocal about what is needed to make sure that the car club succeeds in certain endeavors. Erle's commitment to doing any task, goes without saying. I could always trust him to bring it home.

Edward Burkhart: He amazes me with his constant passion on how the club should go about its business. That being said, I always welcomed his opinions and concerns, Edward was the bond we needed to make sure the changes we made were the correct ones, Thank-you.

Petar Radoja: He stepped forward last year to take on the Western Chapter VP position, maintaining the excellence that Michael Lambert had forged out. Petar's involvement with Tom Dickson made sure that all the events were set-up and didn't overlap. His passion was evident in helping out Michael in past meetings and I always enjoyed his commitment to the task at hand. I am sure that he will continue to help out when needed.

Tom Dickson: His strength & enthusiasm were evident when called on to plan events with Erle. Tom always maintained a passion for the task at hand; always going that extra mile to make sure whatever was planned ran smoothly. That's why I am pleased that he has taken on the position of OZC President for 2008 as he will continue to make sure that this club will grow.

Also I would like to thank, Jim Maw for his involvement when needed arranging the drag events and helping out at Z-Fest and to Eric Zondervan who stepped up and helped out on the website making sure the events and other items were posted and updated when required. I also would like to thank JP, although not on the Executive, I could always count on his sage advice for checks and balances on how to proceed on certain matters. 2008 will see JP step back up as the Eastern VP.

When I joined OZC, I had no intention of stepping into any position of importance. I was interested in getting as much information as possible along with contacts for mods to my Z, enjoying the events and club membership benefits. What happened is that I forged many friendships with people that I most likely would never have met and for me that has made an impact on my life, for that I am grateful.

Thank-you all,

Terry Weston, President, Ontario Z-Car Owners Association

WELCOME NEW MEMBERS!

On behalf of the Ontario Z-Car Club, we are pleased to say WELCOME to the following new member:

Paul Pagliaro

We extend a cordial invitation to you to participate in club events, meetings and the newsletter.

Edward Burkhart
Membership Director



2007 OZC EXECUTIVES

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CASC Affiliated



From The Driver's Seat

Happy New Year everyone, hope you all had a great holiday season. We've closed out 2007 and now welcome in 2008 with a new Executive Committee, well sort of. A bit of reshuffling of the deck and we say welcome to our new president, Tom Dickson. I am sure Tom will be planning a lengthy event calendar as the year unfolds. Everyone, please join me in saying thanks to Terry for leading us on the past two years. You did a great job!! We'll still look for you when we want to buy any OZC merchandise too.

The Excom will be meeting in January to set up the year's operating budget, plan our events and implement plans for change depending on what we can agree on. Financially, we are getting up onto good ground and hopefully that will be reflected back to the members this year.

Our new membership renewal cycle is in full effect now. As everyone's membership expired in December of 2007, please renew for 2008 right away, this month, so we can plan our expenditures accordingly. **Did you find a pink membership renewal form inserted in your Zedline?** This means you!

Hang in there, winter will be over before you know it and then it'll be time to get out the Zeds!

Cheers,

Howie Yoshida, Zedline Editor

Always asking, Always looking, Send me your stuff!

Contact me at 905-625-6621 or e-mail at howieyoshida@rogers.com



INSIDE ZEDLINE

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Inside this issue, we thank the following contributors

Terry Weston, Pete Radoja, Wes Hore
Philip Amshad, Erle Strauss, Edward Burkhart, JP Matte
Laverne Burkhart, Scott Taras, Howie Yoshida

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

SEASONAL SOCIAL AT THE MANDARIN

by Pete Radoja

On Saturday November 24, both chapters of the Ontario Z - Car Club joined together for an evening of camaraderie, food and drink at the Mandarin Buffet Restaurant in Kitchener. Thirty-six people braved the winter elements to attend the event and Brian Gracie even made a special effort to re-arrange his return flight from Edmonton so that he could join us and his wife Karen at the dinner. There was such a large variety of food that it was doubtful that anybody would be able to sample every item before their satu-

drinks and talked about everything from rotors and brakes to kids and decorating. The Barvinek's hospitality was first rate as always. At the end of the evening, Sue and I in our SUV had little difficulty navigating Jerry and Christine's extremely steep snow covered driveway. When I glanced in my mirror, I noticed that JP was following me in his loaded compact car carrying Manolo, Edmarc, and Bill Husar. JP mentioned to me the next day that he started out OK until one of Newton's laws came true and gravity took over. I think that there might be some car parts scattered at the base of Jerry's driveway. I was pleased to see the show of support for another great Zed car club event and hope that it will continue for years to come.



Seated right - Sue & Pete Radoja, the hosts

ration point. Greg Dougall understood this fact and continued with his methodology started last year of eating the desserts first, the course that he considered to be the best part of the meal. There were many old and new faces present and it was refreshing to see everybody in an atmosphere other than a track or car show situation. Many members also brought their wives or partners allowing us to meet the other face associated with their car. My only regret was that because of the table orientation, I was not able to get around to speak to everybody before the end of the evening.

After dinner, several members navigated their way to Jerry and Christine Barvinek's home where we had a few social



Upper right - 2007 President, Terry Weston
Below right - 2008 President, Tom Dickson



East meets West



THE 2008 ONTARIO Z-CAR EXECUTIVE COMMITTEE

President - Tom Dickson	Eastern VP - JP Matte	Western VP - rotating *
Treasurer - Erle Strauss	Membership - Edward Burkhart	Events - Jim Maw
Webmaster - Eric Zondervan	Merchandise - Terry Weston	Newsletter - Howie Yoshida

* The Western VP position will rotate amongst members. Some individuals have volunteered to host a meeting at their homes to share progress on their car project or show a new technique. The months that are not taken will simply be social events to eat, drink and talk about cars. Contact Pete Radoja (radojap@hotmail.com) to book a month if willing.

And some departing words from our Western VP, Pete Radoja

I can't believe that the year is over already. It seems like it was just yesterday that Mike Lambert twisted my arm at the London Mandarin dinner to become the Western VP. I am just kidding about the arm twisting because I volunteered for the position which at the time caught Mike by surprise. I felt that this year was going to be one of the few windows of opportunity for me to get involved at this level and so I jumped in. I can't predict where I will be in the near future because of recent changes in my life (good ones) and so I can't commit to more than one year.

The 2007 OZC Executive Committee lead by Terry Weston planned a multitude of interesting activities for both Eastern and Western members. At the same time, some individuals also organized their own smaller social activities. There were so many great events planned this year that members had the opportunity to pick and choose the activities they wanted to participate in.

Zedfest had a great showing of cars and raised money for a good cause. Our run to the ZCCA National Convention in Florida was especially memorable. We all know that when we are busy, time flies as did my tenure as the Western VP. I would like to encourage members to get involved at some level of the club because involvement is what makes our club tick. Everyone has something that they can contribute at some point. There are numerous items you can take part in like participating in monthly meetings, attending Z-Fest, writing an article on any kind of car or social activity for the Zedline, joining in or organizing a cruise day in an area where you live or are fond of or trying a lapping session at the track. We have many members that are extremely good at teaching individuals how to drive on a track and can provide instruction to them on how to get the most out of their Zed. The possibilities are endless. The bottom line is that the more that people get involved in our club, the more fun they have and the more friends they make. We say this to our kids all the time when they start a new school year.

Thank you for your support this year and even though I will be off traveling in remote exotic locations, I will often drift back to my place of comfort, the Ontario Z-Car Club Owners Association.

Thanks to JP, who has brought this initiative to our attention:

SVAO supports SEMA Action Network expanding into Canada

The SEMA Action Network (SAN) announced that it has broadened its legislative advocacy activities to include the Parliament of Canada and the provincial governments. Canadian automotive hobbyists, car clubs and related businesses can join this influential grassroots lobbying effort by registering online at www.semasan.com. The Specialty Equipment Market Association (SEMA) is a non-profit trade association composed of more than 6,800 member companies including manufacturers and distributors, representing the specialty equipment automotive industry. All combined, the markets add up to over \$34 billion in retail business annually. SEMA is confident that by working with our Canadian-based members and hobbyist groups, it can add industry's voice to the debate and help legislators identify reasonable and responsible solutions to the array of issues affecting the automotive hobby.

Our provincial advocacy group, the Specialty Vehicle Association of Ontario (SVAO) www.svao.org encourages all of its members to sign up and support this effort. There are no costs, fees or hassles to participate in the SAN. The SVAO believes that the concept is simple: SEMA provides detailed, regularly updated information on legislative and regulatory issues that impact the hobby. The more hands that touch this information, the more eyes that read this information and the more people that stand up and do something, the more effectively we protect our hobby.

When action is required, we will urge SAN members to contact legislators and regulators to express support or opposition to a particular bill or proposal that directly affects the automotive hobby.

And for those of you who may need some info when you are contemplating a change in your rims, Laverne Burkhart has forwarded this link: www.kxwheels.com/fitment.cfm.

It is a link to a site that gives bolt patterns for a large group of manufacturers and covers a lot of model years. Why not add it to your Favourites list?

WHAT I BROKE THIS YEAR (A Season Wrap Up)

by Scott Taras aka ZR8ED

I always enjoy looking back over the year and try to have a laugh at the things that went according to plan, not according to plan but worked out, things that didn't work out, accidents, regrets, poor judgement (20/20 vision of the past) and just plain old carnage.

I hoped that this year was going to be different. I had plans in place. I made preparations from the year before. "Yes, I am ready" I thought. Apparently my vision was a bit cloudy and I was going to be wrong again this year. That's why I am writing this stuff down for you, so maybe you can learn from my mistakes or at least try to enjoy a good laugh at my expense. I think it gets pretty boring reading about how someone spent tons of money, tons of personal time, spent tons on professional time and ended up with a perfect project. It's great, don't get me wrong but it is just not part of most people's normal world, especially if your world has a Datsun Z car in it! But like in NASCAR, it isn't a great season without some chaos and carnage. You can't enjoy the highs until you experience the low's! I just wish the low's wouldn't all happen at once to me.

Alright, on with the story. The season started off well. I had made plans last season and installed an SAFC to help with my tuning. My new i/c and related hardware was now ready to be optimized. At the very end of the season, I found a terrific little body shop very close to home that specialized in building fiberglass kit car bodies and installing them on Fieros. I spoke at length with the owner and provided drawings and ideas that I had worked out on the Hybridz.org forums with the help of many other forum members. He brought the ideas to life and proceeded to restyle the entire rear fascia of the car and helped to blend in the large rear flares a bit better. The original flares were hand made and thus not perfect. He did further work to reshape and improve them slightly. He finished the car and prepped it as far as an initial primer coat.



The Z-skirt concept

I decided that more body work was due in the future and decided to only have the rear ½ of the car repainted until I had the time and money to do a full body job in the future. I then decided to try it myself. I work in the technical services side of the OEM paint coatings business and work with huge paint shops, painting thousands of vehicles per day. How hard could it be to paint ½ of a car? Apparently I am not a robot and painting a car by hand requires even more prep work. I did all the work myself in a friend's two car garage, using my own compressor and spray gun equipment. My car is currently painted acrylic enamel black, so I used the same product to paint the back half. To make a long story short, after a new compressor was purchased and a lot of work put in to prep the car, the garage paint job was finished up over a period of a week. I'm reasonably happy with my first major paint job. It'll do for now. If you ever see the car up close and find a paint sag, don't point it out thanks!

That project got me through the spring season. Now the car looked decent enough to take out on the streets and begin tuning with my new SAFC. This little device uses signals that my stock ECU uses and lets me adjust the fuel curves for on and off boost driving. Most piggyback systems do not seem to work well with the older Nissans due to the types of sensors they use. I was assured by my installer that we could make it work by adding a MAP sensor and once I got it set up, the controller would be very effective. He was not completely accurate in that statement. I spent a lot of time and effort but could not balance the everyday drive ability with the WOT performance I was trying to achieve. I had mostly one or mostly the other. So the car ended up sitting most of the summer and was only tuned so I could cruise with it. It did manage 28 mpg+ on long drives!

Most of the summer ended up being a write off. I was not able to get my vacation this year and was instead left with only being able to take Friday's off to use up my vacation time. It has been extremely busy at work because as you all know, the auto industry is struggling and it is desperate to bring out new products much quicker than ever before. To add to my schedule, I was doing major renovations at home and preparing to get married at the end of the summer. The Zed got put on the sidelines more than I expected and I hardly drove it, though it did look pretty good sitting in my now very clean garage.

Later in the summer, I conceded that the whole season was going to be a write off, I eventually decided to give up on sorting out various electronics to get the car to work properly and to "Go Big or Go Home". I went out and got a standalone ECU and wire harness that could be programmed for my car and be adjusted at any time with a laptop computer. I purchased a Megasquirt and Spark package and all the parts that I would need. I found a couple of people that could do the install and after working out timing issues, I dropped off the car at Whitehead Performance to get it done and working. I would sort out the pieces after the wedding and I was happy the car was being

looked after. I could just peak in from time to time and let it all come together while I had larger projects to work on.

The wedding was a big success and I didn't miss the Zed too much. I rented a Hemi powered Chrysler 300 for the wedding and honeymoon trip, so at least we were comfortable. I picked the Zed back up a few weeks after the wedding and was very happy with the drive ability of the MS&S system. Mike Hansen did all the hard work and spent a lot of time working out all the little tuning setup issues.



The engine with the MS all wired up

The car performs very well so far, way better than before with easier starting, better drive ability and just enough WOT power for my 315's out back. Boost is set somewhat mild, while I get some miles under my belt. All the tuning had its effects on the chassis though. All that torque

started loosening things up. It broke a sway bar mount, a few more mounts on the exhaust and it loosened up some of the suspension. It also quickly highlighted that I did not get around to the brake upgrades I was supposed to do this year, that are now badly needed. HP does have its costs associated with it you know!

So here I sit thinking back, it's not that bad. The summer was not that bad. At least the car is finally starting and running really well and it looks pretty good. It just doesn't stop all that well and is still in need of more work. The car is still on the road for now, while I try to enjoy a few more rides before I pack it up for the winter and begin my preparations for 2008 to make it a better year!

What did you break this year?



The Megasquirt control box

RENEW THAT 2008 MEMBERSHIP NOW!!

It's that time of the year when your membership dues for 2008 are required. Our new membership renewal cycle is in full effect now as everyone's membership expired in December of 2007.

For those members who have yet to renew, we have inserted a bright pink membership renewal form in your Zedline as a big reminder. Please fill in the form, write that cheque for \$50 and send everything to the address indicated.

If your membership dues have not been received by February 9, 2008, do not expect to receive a copy of the next Zedline.

Renewing now will have two benefits to OZC. It will let the Executive know how much revenue has come in so we can plan our operating budget and schedule of events for the year. It will also ensure that you won't miss any future issues of Zedline.

Thanks in advance,

2008 OZC Executive Committee

TOUR OF THE NORTH FALL COLOURZ

by Wes Hore

The bright yellow and orange leaves fluttered in the distance as the roar of the engines placed them in a state of agitation. The once remote and quiet North was transformed into a frenzied circus as the Zed cars made their way on the windy roads, to awaken and distress even the most silent and gentle creatures.

The morning started out very cold and overcast. There were rumours that there was snow in Huntsville the day before, not particularly great considering that summer performance tires were fitted on most of the Zeds. The cruise began in Pickering and travelled up to the rest station just north of Canada Wonderland on Hwy 400 where we met up with other participants. From there, a total of 11 Zeds travelled north taking the Hwy 11 exit. What a sight it must have been for all the cottage commuters. I know I saw a lot of 2nd looks as we passed them by in our convoy. We stood out with all our unique cars and bright colours as we drove respecting the rules of the road.

The rain pelted down making it difficult to see. The cold damp air was playing havoc with my bladder, especially after finishing 2 coffees and having second thoughts as to call the event off due to the weather. I couldn't hold it any longer and had to make an emergency stop at a Coffee Time gas bar. Apparently, I wasn't the only one, thank god!

Continuing North on Hwy 11, our exit was fast approaching, #13, Southwood Rd. The rain had let up by this time and was only a light drizzle. I held a quick drivers' meeting under the highway briefing them of the obstacles and dangers on this road. A few worried looks, but I think everyone would agree it was for the best. We were on our way, this was the moment I truly enjoyed. Picture this, being the leader and setting the pace, glancing in my rear view, only to see a train of Zed cars behind. Surfacing and diving back down thru the corners while still focusing on the road ahead, this is how the adrenalin begins. Next thing you know, the sun is peeking out, drying up the road. Dodging puddles in fear of pot holes, then flying around some blind corners, only to find that there are at least 10 more ahead with elevation changes too. This is now the zone. Very concentrated and one with the machine. No time for talk, just driving, the way it was meant to be.

Just great, now some sight seer decides to pull out doing hmm, half the speed limit? He soon realizes there are some

cars on a mission and pulls aside so we can all pass and start enjoying the curves some more. (Great Guy) Back up to speed in no time flat and bam back into the swing of it, literally.

We rolled into Bala and it was just crazy. Cars were parked on each shoulder at least a couple km in/out of town. The parking lot beside the Falls which is usually empty was fenced off for the Cranberry festival vendors and the town was just ablaze with people from all over. There was absolutely no space to accommodate us in town anywhere. There were a lot of really interesting shops and stands set up that would have been really great to see but No Parking! Things were quite hectic and we lost one driver Richard Marais & his wife. (Actions will be taken to prevent this from happening again for future cruises.) We pulled over and decided unfortunately that Bala just wasn't going to happen this time around.

So on to the next best thing, mmmm Sunoco! Quenched the Zed thirst, took a few sponsorship photos and headed up to the Bass Lake House restaurant for lunch. There was plenty of parking and atmosphere was nice. It was very woody,



Great cars, great setting

food and service was good too.

After lunch we travelled across and up thru Port Sandfield. There was plenty of scenery, from the many northern lakes and beaches, to the granite cliffs and the towering Muskoka pines. Again lots of smooth curvy roads. Once in Huntsville, we parked near the LCBO/Canadian Tire for a break. Some high tailed it home along Hwy 11 south as the day was getting on. For the rest of us, we took Hwy 60 east, then Hwy 35 south, stopping near Dorset to take photos of the Zeds by the lake. As night was fast approaching, Haliburton would have to be cut out of the trip to make it to Lindsay in time. Bill Husar led us over to Bobcaygeon and from there the 3 Zed32s made their way to Lindsay. To end the cruise, our last stop was at East Side Mario's in Lindsay for a hot dinner and some drinks.

It was a fabulous way to end the year before our Zeds get put away for the winter. We had a great turnout of 11 cars and no breakdowns! Next year we may do the tour again but in reverse for a twist. Maybe, even have a picnic lunch somewhere and drop by the Dorset general store to browse. Don't forget to check out the OZC forum to view the pics!!! Info will be available next year on the Events Calendar for the return of "The Tour of the North"!



Ready for the start of the 33 km sidewinder!

LAPPING AT MOSPORT DDT ONCE MORE WITH OMSC

by Erle Strauss

On September 16, the third and final lapping event that the Oshawa Motor Sport Club organized took place at the Mosport DDT. Once again, OZC members had the opportunity to come out and volunteer as helpers or pay to go lapping at the OMSC member rate, a good deal for sure. Seven OZC members came out to participate. Peter Davidson & Howie Yoshida paid to play while the rest of us helped out with registration and marshalling duties on the track and at start-finish. The day started out quite cool so many layers of clothing were necessary and gloves too. One other car club, the H2O club primarily consisting of VW Jettas also participated in the lapping day with the OMSC members.

Within 10 minutes of the start of the first session, red flags were out as one of the cars was stopped due to a blown radiator hose. Throughout the day, drivers behaved quite well following the rules of the day with no incidents. Tom Dickson & I shared marshalling duties at one of the stations, trying to regulate the spacing between the drivers and watching out for anybody going 4 wheels off.

During this event OMSC also conducted a lapping school day that was attended by thirteen students. On talking to all students plus the lappers "FUN" was had by all. The weather got warmer in the afternoon and there was no shortage of seat time for any of the lappers.

I had the opportunity to jump in with Howie as a ride along passenger in the afternoon session. While driving, Howie talked to me, over all the engine noise, and gave me some hints on the driving lines, braking and trying as close as possible to "just miss the cones on the course" while accelerating out of the turns. He was relentless with "tons of energy"! I was impressed with his driving skills.

All in all, this event was a good one, too bad it was the last track event for OMSC for 2007. I'm sure that OZC will want

to participate in 2008 with OMSC under the same arrangements if both clubs are willing. If any OZC members would like to come out to OMSC track events as volunteers to learn about all the ins & outs, contact Tom Dickson or Erle Strauss.



Never a lack of cars for an OMSC lapping event



Here's George, learning the ropes about flagging



What's a lapping day without a Drivers' meeting?



The contingent of Ontario Z-Car volunteers

MONTHLY MEETING MINUTES — COME ON OUT & JOIN US

Ontario Z - Car Eastern Meeting Minutes

Wednesday November 7, 2007, 7:30 pm

OZC Executive Present: Tom Dickson Eastern VP
Erle Strauss Treasurer
Eric Zondervan Webmaster

The regular monthly Eastern meeting was held at Route 66 and was chaired by Tom Dickson, Eastern VP.

1. Nominations & Elections for 2008 Excom

A number of positions will remain the same as some Excom members have let their names stand for re-election and there have been no other candidates identified.

Returning for another term are the following:

Erle Strauss Treasurer
Eric Zondervan Webmaster
Howie Yoshida Newsletter

JP Matte was nominated and acclaimed as the new Eastern VP.

Terry Weston will not be returning as President but will remain on as the Merchandise Director.

Western positions will be decided at the Dec meeting in London.

2. Future Events

A number of possible events were discussed. There was interest in having a karting event in February with a follow up Eastern meeting and possibly lunch. Erle will look into this one.

Wes Hore would plan another touring event up north.

Erle would discuss a Finger Lakes event this summer with ZCCR.

Z-Fest date was not a firm booking yet. Terry would follow up.

3. 2008 Membership Renewals

A number of members paid their 2008 membership dues at the meeting. Thanks for the early support.

Minutes recorded by Erle Strauss

Ontario Z - Car Eastern Meeting Minutes

Wednesday December 5, 2007, 7:30 pm

OZC Executive Present: Terry Weston President
Tom Dickson Eastern VP
Eric Zondervan Webmaster
Erle Strauss Treasurer
Howie Yoshida Newsletter

The regular monthly Eastern meeting was held at Route 66 and was chaired by Tom Dickson, Eastern VP. There were 19 members present, even a few Zeds too.

1. Future Events - Tom & Erle

A proposed schedule of events was prepared by Tom & Erle and distributed to all present for information. Some events were firm but others were preliminary only. Once the 2008 Executive Committee meets next month and

comes to agreement on the 2008 events calendar, it will be published on the website and in Zedline.

2. Mailbox - Howie

A thank you card from Make-A-Wish Toronto & Central Ontario was sent in appreciation for the donation from Z-Fest.

Newsletters were also received, Fast Lines from the Os-hawa Motor Sport Club and The Gazette from the Z Car Club of Northern Virginia.

3. Zedline - Howie

The deadline for submissions to the year end issue is Dec 21. Articles have been received from Scott Taras. If all goes to schedule, Zedline will be ready for distribution at the January Eastern meeting.

4. Treasurer's Report - Erle

Erle indicated the bank balance was \$5300 of which approximately \$2400 was collected for payment of 2008 membership fees. Current operating funds were about \$3000 due in part to sound fiscal management and adherence to the operating budget.

There was some discussion about putting some funds into a short term deposit for interest purposes.

5. February 16 Karting Event at Grand Prix Kartways

It was decided that a karting event would be held at Grand Prix Kartways on Downsview on Feb. 16 in the morning. After some discussion, it was agreed that OZC would pay for some of the entrance fees for all members attending the event. A flyer would be prepared and posted on the website to publicize the event.

6. 2008 Excom

Terry nominated Tom Dickson as a candidate for president. Tom accepted the nomination and was voted in unanimously by the members. The final make up of the 2008 Excom will be confirmed after the December Western meeting next week in London.

7. 50/50 Draw - Wes

The cash prize of \$40 was won by Edmarc. Other misc. prizes of car products and additional items were taken home by Terry W, Erle S, Bobby K, Frank R and Richard M.

The next regularly scheduled Eastern meeting will be Wednesday January 2, 2008 at 7:30 pm, Route 66 Sports Bar & Grill, Eglinton Square Shopping Centre, Victoria Park & Eglinton.

Happy New Everybody!

Minutes recorded by Howie Yoshida

Ontario Z- Car Western Meeting Minutes

Wednesday December 12, 2007, 7:30 pm

Alaskan Fish and Chips, London

12 members and 3 ladies for Tina's Ladies Night Out

1. Welcomes

2. Planned events for 2008

There was some concern that the list of events below was

being driven by the East without consultation of the Executive.

- Jan 26 - Eastern dinner at Mandarin
- Feb. 16 - GP Kartway (go-karts) 11:00am (\$40.00)
- April 26 - Swap Meet at Whitehead Performance
- May 17 - Repatriation Memorial Drive ?
- May 31 - Golf and Wine at Archibalds Winery
- Joint East/West club meetings in Milton in May (hosted by West) and September (hosted by East)
- June 21 reschedule Drag day so can attend Can-Am festival & vintage race at Mosport
- Zed Fest – the DJ has been booked but what else?
- 21st ZCCA Convention Cleveland Ohio September 29/08
- Lapping days – to be announced
- Sept Drag day– to be announced
- Mandarin Christmas Social Saturday Nov. 22/08 (if we want to do it again)

3. Elections

All positions are available to be contested except for the East VP

President - Tom Dickson

Eastern VP - JP Matte

Western VP – rotating VP- members will select the month they wish to run

Treasurer – Erle Strauss

Newsletter – Howie Yoshida

Webmaster – Eric Zondervan

Membership – Edward Burkhardt

Events - Jim Maw

Merchandise - Terry Weston

4. Western Meeting Schedule for 2008

Since there will be no official Western VP, the position will rotate amongst members. This way no one individual will be burdened with managing every meeting. Some individuals suggested that they can have the club over to their homes to share the progress on their car or show a new technique of doing something. Possibly the club could fund the food portion of the social to offset costs. If there is a month that a member can help out with, contact Pete Radoja at radojap@hotmail.com to book it.

Some are already spoken for. The months that are not taken will simply be social events to eat, drink and talk about cars (Thanks for the solution to the problem Mike Lambert)

Jan 9 (Wed) Cambridge

Feb 13 (Wed) London (Mike Lambert)

Mar 12 (Wed) Cambridge

April 9 (Wed) London

May 14 (Wed) Joint meeting in Milton (West hosts)

June 11 (Thurs) London Car Show (Pete Radoja)

July 9 (Wed) Cambridge

Aug 13 (Wed) London

Sept ? Joint meeting in Milton (East hosts)

Oct 8 (Wed) London (Bill Dawson)

Nov 22 Mandarin dinner instead

Dec 10 (Wed) London

5. New Business

A gift of a bottle of wine as a thank you was given to the host and hostess of Alaskan Fish and Chips on behalf of the Ontario Z-Car Club. Julio the owner of the Alaskan Fish and Chips gave our members free dessert for Christmas. Many thanks to Julio.

Next meeting at Ernie's Road house Jan 9th (need somebody to manage this meeting). Jim Maw volunteered to contact Ernie's and book our dates – thanks Jim.

Minutes recorded by Pete Radoja



Julio of Alaskan Fish & Chips accepting the gift from Pete

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)

PROJECT DATSUN 240Z - PART 17 - HEAD GAMES

FOREWORD

This is a continuation of a series of articles about the building of a Datsun 240Z racecar. This project has been ongoing for the past two years plus with an estimated year or less to completion. It is being undertaken by Philip Amshad. Philip has served on the Executive of the Oshawa Motorsports Club (OMSC) for the past 10 years, and has just completed his fifth year as President. This Project Datsun 240Z series of articles has been reprinted from the OMSC newsletter, Fast Lines.

by Philip Amshad

There is a saying in motorsports that if you want to make a small fortune in racing, start with a large one. That statement certainly holds true for this part of the build. Over the last few months, I have been working to get the race cylinder head to the point where it was ready to have the new valve seats, and guides installed. To recap, I started with a later model 280Z EFI casting. Designated N42, it was originally designed to run fuel injection. Stock, this head featured 1.73"/44mm intake valves, and 1.38"/35mm exhaust valves, which is a substantial increase over the fac-

Not willing to leave anything "stock", I purchased a set of one piece stainless steel valves. The intakes are made



from EV8 grade stainless with 4% nickel content, which is the same material currently used in NASCAR. The exhaust material is 21-4N. Both valves are undercut, swirl polished, and dished on their underside to reduce weight.

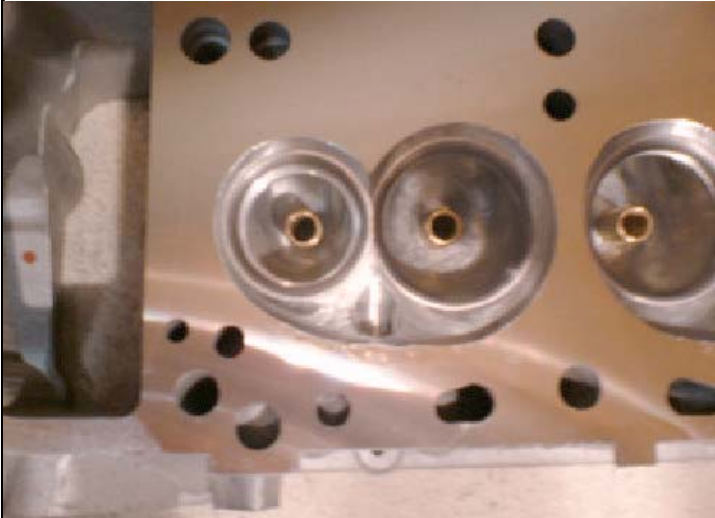
One piece valves are exactly as the name implies. They are machined from one solid piece of material. Production valves are manufactured from three pieces of steel, friction welded, (fused), together. Each piece of material is chosen for its properties, and includes softer steel for the valve head. The stem is generally made from a harder material, and an even harder steel tip completes the assembly. The valve guides have also been upgraded to manganese

tory 240Z casting of 1.65"/42 mm, and 1.30"/33 mm respectively.



bronze. This material was chosen for its high durability and low friction properties.

After what seemed an eternity welding and porting, the head was delivered to Ajax Engines. There, Kirk first straightened the casting. The head had warped, and twisted over 0.60" due to the amount of material that was added to convert this from an EFI head to one suitable for



carburetion. The combustion chambers were also converted to heart shape chambers. The head now features significant amounts of "quench", and revised flow characteristics. Once straightened, the head was chemically cleaned before being milled on three sides. The deck was also machined to reduce the valve angle, which should add efficiency and power. The seats, sourced by Kirk were so large that an additional machining process was required before they would fit. The intake seats were installed first before the cutter was used to machine a pocket wide

enough for the larger exhaust seat. During this process, a portion of the intake seat needed to be machined away to make room. With the seats cut, the intake valves now seal against a portion of the exhaust seat. The angle milling to reduce the valve angle will also require the bolt holes to be re-drilled, and the cam towers to be spot faced where the shoulder of the bolt meets the head.

Another 30 hours of work and a quick pass on the mill will be necessary before the head can be mocked up for the first time. Final porting still has to be done, as well as cc'ing to achieve the desired compression ratio of over 13.5:1. Cam and valve train selection is also still pending. Although I will save that for a future issue, I will say that the components will be as radical as the rest of the project.

Next month the focus will shift back to the induction system, so until then **keep your car and yourself safe and we'll see you at the track.**



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EVENTS!!! — 2008 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!!!**

There are only a few firm event dates and they are listed below. Once the OZC Executive meets in January, we will finalize the 2008 schedule and publish it here and on the website.

January 2 - Eastern Chapter meeting, Route 66

January 9 - Western Chapter meeting, Ernie's Road House, Cambridge

January 26 - Eastern social dinner at the Mandarin on Woodbine, TBD at the January Eastern meeting

February 6 - Eastern Chapter meeting, Route 66

February 9 - Deadline for payment of your 2008 membership dues to ensure continued delivery of Zedline

February 13 - Western Chapter meeting, Alaskan Fish & Chips, London, hosted by Michael Lambert

February 16 - Go-Karting at Grand Prix Kartways, Downsview, see details below

February 22 - Deadline for submissions of articles for publication in Jan/Feb Zedline

March 5 - Eastern Chapter meeting, Route 66

March 12 - Western Chapter meeting, Ernie's Road House, Cambridge

April 26 - Swap Meet hosted by Whitehead Performance

DO WE HAVE YOUR CURRENT EMAIL ADDRESS?

Please provide a current usable email address. It is by far the easiest way for us to contact you about events and late changes etc.

To do this, go to the OZC website, www.ontariozcar.com and click on "Contact Us", then scroll down to Membership Director. Send a message indicating your email.

Simple really.

Thankz,



GO-KARTING at GRANDPRIX KARTWAYS - Sat Feb 16 at 11:00 am

The go-karting event this Summer was so much fun, we're having another one but this time at a new venue. We will be karting at Grandprix Kartways, located in Downsview, featuring their environmentally friendly electric karts.

To encourage a good turnout, OZC will subsidize a portion of the event cost for members only. We will still welcome friends and family to participate though. The track can accommodate a maximum of 10 karts at a time. Your event fee will include 2 separate sessions of about 10 minutes each, lapping time on the track. It should be a fantastic event. If you have one, bring your own helmet, if not, it will be provided.

If you would like to look up any further information about Grandprix Kartways or for directions/map, you can check out their website at www.gpkartways.com.

LOCATION: Grandprix Kartways, 75 Carl Hall Road, Bay 3, Unit #9, Downsview Park, Toronto ON M3K 2B9

Phone: 416-638-5278

Toll Free: 1-877-475-2787

COST: \$40.00 per OZC member

\$55.86 per friend or family

PAYMENT: Payment in advance is required by Jan 15, 2008 to reserve your place at the discounted member's price. Send a cheque to the OZC mail box or pay at the Jan Eastern or Western chapter meeting.

OTHER: Food is on your own and available at the facility. We hope to have our February Eastern meeting in their meeting room afterwards.

If you have any further questions, the event coordinator is:

Erle Strauss Phone: 416 - 402 - 5533 or E-mail: estrauss3@rogers.com

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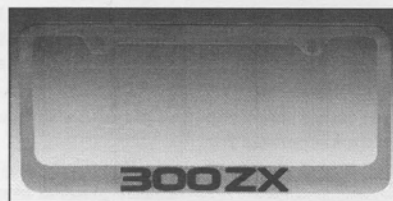
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