

2008 ISSUE #1 JAN/FEB

Bi-Monthly Publication



ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993

SWAP MEET April 26, be there at



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Check out the 2008 Events Calendar...

***Check out the
2008 Events
Calendar...***

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

Prez Sez ...



Hi, fellow Z Club members and welcome to a New Year!

I look forward to the year as your Club President with all of the activities planned or in the formative stages, there should be something that will appeal to everyone. If you have an idea for an event, bring it to one of the meetings or contact one of the Executive Committee members and we will assist in every possible way.

Our biggest event of the year Z-Fest will be held once again at Christie Lake Conservation Area in Dundas on Sunday August 26th. There is a plan in the works to stage a tour on the day before to attract more of our friends south of the border to make it a weekend for them. So if you can't make Z Fest, plan to come on the tour ...watch Zedline this year for more information.

The ZCCA Convention is in Cleveland, Ohio this year and plans by members to attend are already under way. More information is available at www.clevelandrockz.com. The theme this year is 50's 60's sock hop with guided tours, Mad Mike's party and much more for an event you don't want to miss.

There is also The 2008 Midwest Z Heritage Fest taking place on June 6, 7, 8th hosted by the Windy City Z Club to which we have had an invitation extended by the Indy Z Car Club. Check out chicagoz.com.

Our club is on sound financial footing due to hard work, budgeting and awesome volunteers that put in the time to make our events a success last year. Changes in the due date for memberships has resulted in a pro-rated system for newbies joining during the year and funds available to plan activities well in advance. Please encourage your fellow members to remember to send in their dues since anyone not doing so will not be receiving a copy of this issue of Zedline.

The next OZC event coming up is the annual swap meet graciously hosted by Greg Whitehead at Whitehead Performance. So get your extra parts out of storage, dust them off and haul them over to the swap meet. Someone will probably need something you may have.

Well enough ramblings, see you at the next meeting!

Tom Dickson, 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 members:

Dan Cashmore

David Kaskie

Roy Watts

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

Edward Burkhart
Membership Director



2008 OZC EXECUTIVES

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From The Driver's Seat

Hey, nobody called me looking for their first issue of Zedline for 2008 so I assume you didn't miss it. That's not a good thing! This one is a few weeks behind schedule as a few other priorities worked their way into my schedule. On the other hand, you will have that much of a shorter wait for the next issue to arrive in your mailbox.

Not much to report on as there was only the go-kart event in the first 2 months but none the less, there is an article inside. For you movie goers, we have an interesting contribution from Jillian Pancott, the daughter of Gerry & Sharon who are regulars at our Eastern meetings and events. This issue focuses on the events coming up this year. Last year your Executive Committee managed to hold around 18 events, a jam packed calendar. Don't believe it? Then refresh your memory by checking them out on our website, www.ontariozcar.com. You know it would sure be great to see more new faces at some of the events this year so please make an effort, come on out and have some fun with us.

For those interested in driving your Zeds, lapping days and autocross event details have been included that are being organized by other car clubs. Hope to see you at some of them too.

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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Tom Dickson, Philip Amshad, JP Matte
Edward Burkhart, Jillian Pancott, Laverne Burkhart
Edmarc Arendoque, 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"

MY EXPERIENCE WITH THE FIBREGLASS WORKSHOP BODY SHOP

by **Scott Taras aka ZR8ED**

This is a short tale of my experience with a body shop in Oshawa specializing in customized fibreglass work.

I have read many stories in Zedline, and even more stories on the Datsun forums on the Internet about good, bad, expensive, cheap, and just down right horror stories of Zeds in body shops. I know this all too well because I have written a few of them. I have had my Zed for almost 19 years now, and it has seen the inside of many different body shops over the years having all kinds of different work done to it, and my stories have run the whole spectrum of experiences, The Good, The Bad and The Ugly.

Back in 2001, I had the body repainted after having extensive body work to install a custom wide body. It was a major job as it was also a colour change from the badly fading 1990 Porsche Guards Red. The rear flares were actually entire quarter panels. The install went well considering the panels were not exactly the same and a lot of finessing was required to get them to fit. It was a great start towards the new look of the car.

I have also been working with aerodynamics on my Zed for a number of years, with two major areas of focus. Aero that improves high-speed stability and aero that helps with the dreaded exhaust fumes that enter the cockpit (a common problem with older Zeds). I'm currently very pleased with the results of the front end aerodynamics but I have not found a good solution for the rear. I have built two different rear belly pans, different exhaust exit routing and hardware and none of the changes made any serious improvement and fortunately none have had detrimental effects.

One day driving home from work in the late summer of 2006, I came across a Lamborghini Diablo sitting in front of a shop less than 2 km from my home. For the next couple of weeks, I would see it there quite often. Then one day there was a different one but this one was only dressed in primer! I started to see this one there regularly, then there was a Ferrari 308GT. I thought this was very strange, to see these types of cars in a small shop in an industrial complex down by the lake in Oshawa. So I decided I should drop in and see what was going on. I went home, grabbed the Z, and went back to this shop. When I arrived, I found no less than 5 Lambo's, each in a different state of completion. They were all kit cars! These fibreglass kits were being built onto Pontiac Fiero's and one kit was on a tube frame. I had a lengthy chat with the owner and his son and they came out to see my black beast. We discussed his involvement in cus-

tomized fibreglass work and what he was capable of handling at his shop. It turned out that he was eager for a change of pace from building Lamborghini kit cars and wanted to try something more creative.

I spent the next few days on my favourite forum for extreme Z modifications (Hybridz.org) talking about design ideas for my Zed and I had lots of positive input, with some members doing some photo shop work with pictures of my car to help me come up with a final design concept. I took these designs back to the shop and came up with a plan that we both agreed would be just what I was looking for. I dropped the car off at the shop a week later and he worked on it over a period of two weeks. He invited me over to the shop to check on the progress and to inspect the work to ensure it was still headed in the direction that I wanted. The completion of the project would have the bodywork finished and have an initial coat of primer sealer.

It was almost Christmas and it was getting pretty cold out, so I brought the car home and just parked it for the winter. In the spring of 2007, I began the process of final sanding and getting the rest of the car ready for paint. A friend of mine, upon recommendation from me, brought his MKII Supra to his shop and had a front air dam installed and after his car was complete, we decided that we were capable of painting both cars ourselves using my air compressor and spray guns and his two car garage. His car was also painted using the same colour and type of paint as mine, so we pooled our resources and did them both over a period of a couple of weeks.

We spent a lot of time cleaning and prepping his garage and stapling up huge plastic sheets on the walls and ceiling



Masking & sanding the cars

to protect the garage from the overspray and our cars from excessive dust/dirt. We primed both cars first, then did a final scuff, and then painted both cars the next weekend. My compressor decided to unexpectedly die part way through priming the first car and so we had to make a quick trip to Canadian Tire to pick up a brand new compressor before we could continue. We did some experimentation with spraying techniques to find a workable solution given our paint, equipment and location.

It was a lot of work and we made a couple of minor mistakes but we learned a lot about DIY automotive painting in a very short period of time. We were both pleased with the results and the cost justified our means. Total costs for both paint jobs, including all the miscellaneous supplies (minus a new air compressor) was just under \$100.00. Yes that is what I said, less than 100 bucks and I still had enough supplies to do more painting, as long as it needs to be painted 99a Acrylic Enamel Black.

To sum up my experience, I would like to extend a



Do it yourself spray booth



The finished product, that's the look!

big thanks to John at The Fibreglass Workshop. He did a great job and was very friendly and helpful to deal with. I'm extremely pleased with the results of the new look to the car and very pleased with my first paint job. It may seem funny but I've painted hundreds of thousands of cars using multi-million dollar robots in massive paint shop complexes but I'm most proud of this one.

If you are looking for some customized fibreglass work, give John a call at 905-579- 9004 or check him out on the net at www.thefiberglassworkshop.com.

Laverne Burkhardt's has provided a link to this issue's featured website: **www.bre2.net**

Brock Racing Enterprises new website combines the old with the new, featuring BRE products, Coupe products, photographs, apparel & merchandise. It'll be an ever-changing site with the goal that BRE and Coupe fans everywhere can get more information from, and about, BRE on an ongoing basis.



DATSUN TRANSFORMERS

by Jillian Pancott

I've always known that my car is amazing. As silly as it sounds, I've felt a bond from the moment I starting driving it. And more and more, people ogle my car when we're driving around; mostly young males in their mid-twenties. I snicker to myself because I feel like they should recognize my car, being the age they are however, I know there is no sign of acknowledgement about the history of the Datsun. And with this past summer's blockbuster hit, *Transformers*, there should be even more interest in the Datsun.

A good friend of mine from elementary school is a huge *Transformers* fan. In fact, as we walked towards my car after catching a movie, he stopped dead in his tracks, mouth gaping open, barely able to compose himself, and said "Your car is Prowl!?" Admittedly, I had no idea what he was going on about, but was proud that my car warranted such a response. He went on to explain to me that in the TV version of *Transformers* that ran from 1984-1992 (Generation 1) my car was featured as an Autobot. Now my mouth gaped open as I realized the celebrity that I'd been driving for almost 5 years. My car is a Transformer! A *good* Transformer! I felt like the paparazzi should be following my car around, snapping photos of it to plaster across the front pages of all the entertainment magazines.

Upon further research when I got home, I realized that my car was in fact 3 Transformers: Prowl (and according to Wikipedia, he is also known as Cervo in Canada), Bluestreak (who later became Silverstreak due to copyright issues) and Smokescreen. These characters were nowhere near as significant as Optimus Prime or Megatron, but each had important roles in their ranks among the Autobots. In fact, I can provide a brief biography of them.

Prowl is a quiet Autobot, but very logical. Because of his logical processing skills, he often works in the background for the Autobots, helping to decide on strategic and combative action plans by providing the best course of action to the fighting Autobots. He is patient and diligent, and highly reliable. If Optimus Prime assigns Prowl a task, it will be completed to the best of his ability. In car form, Prowl is a police car, whose motto is "Logic is the ultimate weapon."

Bluestreak, although the same car as Prowl, is almost the opposite personality. Bluestreak loves to talk. In fact, he often goes to war as a comic relief for the Autobot troops to lighten the mood. He is incredibly witty and the other Autobots enjoy his company. But Bluestreak is a lover, not a fighter. He doesn't like the war that rages between the Autobots and the Decepticons, but will fight to restore peace. Bluestreak's motto is "I never met a Decepticon I didn't dislike."

Smokescreen is different than either of the two mentioned. He is calm and easy-going, but can be deceitful. In fact, he is said to be similar to Decepticons in that he'll cheat to win and shrouds his personal goals from his fellow Autobots. The Autobot leaders have actually used Smokescreen as a spy among the Autobots. His motto is "A look can be de-

ceiving; a touch can be lethal."

By now you're probably trying frantically to determine what type of Datsun these Transformers were. The answer is the same for all; they are the Datsun Fairlady Z, or the 280ZX. As I'm sure most of you know, being such Datsun enthusiasts, the 280ZX was the model that replaced the 280Z of the first generation in 1978, being produced until 1983. But what is this Datsun Fairlady? It's almost the exact same car as the 280ZX, but the Fairlady is the Japanese released version of the car. The Japanese market had the 2.0L and 2.8L engines (the popularity of the 2.0L was a result of taxation laws in Japan). The Japanese also got the L20 engine (2.0L, SOHC 12 valve, producing 130hp) while exports got the L28 engine (2.8 L, 12 valve).



The Datsun 280ZX

So are Datsun's only popular because of the *Transformers* television series? No, to be honest; they are a staple car for movies it seems. I remember just recently seeing the rear of my car in the movie *Ghost*, which my dad quickly paused, rewound, and played so he could call everyone in the house to see. And there it was, in the alley as some guy was being chased away by ghosts. Datsun 280ZXs have also been in multiple commercials for seatbelt safety, and have been used in contests, being decorated as promotional items. Madonna featured one in a music video, and it is the car of choice in *Magnum PI* for Orville Wright. There are also appearances in the movies *Boogie Nights* and *Fast Times at Ridgemont High*.

So hold your head high when you drive your Datsun; it's more a celebrity than you originally thought.

Sources: Wikipedia

<http://en.wikipedia.org/wiki/Silverstreak>

http://en.wikipedia.org/wiki/Prowl_%28Transformers%29

http://en.wikipedia.org/wiki/Smokescreen_%28Transformers%29



The same 280ZX aka Bluestreak



OZC ANNUAL SWAP MEET

Saturday April 26, 2008, 10:00 am

Hosted by Whitehead Performance

134 Rivalda Road (at Weston Rd & Sheppard), Toronto

Phone: (416) 665-2220

E-mail: whitehead@on.aibn.com

What's a better way to kick-off the 2008 Ontario Z-Car events calendar than our annual swap meet, once again hosted by Whitehead Performance? Clear out the cob webs, gather up the old, new, used Z-car parts that could generate some sales revenue, make up your own wish list of stuff you are looking for and come on down to Greg's shop.

Last year's event featured great sunny weather and we guarantee more of the same this year. If you are going to be selling parts and would like a display table set up, there will be a fee of \$10.00 per table. If you are bringing a trailer or selling from your trunk, outside in the parking area, there will be no charge. Either way, we need to hear from you for planning purposes.

Come on out, renew your membership dues for 2008 or just socialize with the members. Find out more about the upcoming events planned for this year. Food and beverages will be provided at a nominal cost. Purchase our 50/50 draw tickets and take home some cash or prizes too. Club merchandise will also be available for purchase.

Please contact Greg Whitehead as noted above BEFORE April 19 to book a Seller's place and your table requirements so we know what numbers need to be accommodated.

Zee you there!

A DAY AT THE GRANDPRIX KARTWAYS TRACK

by Tom Dickson

Electric carts do not perform as well as gas carts! Don't believe it!! Even with power reduced for the "public" the action was hot and brought out our competitive nature resulting in some very quick times compared to the lap times posted for the racing leagues. Saturday February 16 was our first visit to the recently opened Grandprix Kartways facility near the Downsview airport and we had a well attended event with over 15 drivers participating. We were split into 2 run groups.

The first group on the track had Erle the "Blocker" Strauss who was warned about bumping and blocking as the marshals could impose time penalties remotely on individual cars. But it was Ken Tomihiro who was bumping Erle as he lifted in the corners and spun Erle out for the first 5 second delay. The carts have instant torque on hand which surprised a lot of people and acceleration matched gas carts. The push in the corners was a bit to get used to and was a lot of fun too, resulting in some bumping in the corners.

The second group out resulted in some bumping on one corner putting Eric Zondervan under one of the barriers at track side resulting in a complete halt until his cart could be freed from the barrier. A new cart was supplied as his was damaged and the race was back on for one lap before his cart quit on a corner, started up again and quit on the same corner and a new cart was brought out again. Each group's initial race was around 15 laps or so and at the end all the racers were then ranked based on their single quickest lap time.

The race event grouped half of the lappers with the slower times together for the consolation run with Jason Brady being the winner. He was then moved up to run with the first group at the back of the pack and he cut his way through the field to finish fourth. The winner of the race event was Edmarc Arendoque who had a really smooth race and was never really challenged for his position. This was a lot of fun and especially bench racing afterwards. As Erle could not go for his second run, it was told that the

race marshal asked his "substitute" racer who had trouble fitting into the seat if he wanted a jumbo cart! What a laugh but he finished in a respectable position even with his weight disadvantage.

Wes had the best lap time of all the participants. Comments from the drivers were, great venue, well lit with good visubiity, very quick track, to don't like how the marshals can remotely control the carts and impose penalties by reducing power. A great event and we hope to do it again.



Not a bad turnout



Our first place finisher Edmarc, in his own words, "The result was never in doubt!"



Getting ready in pit row

Master Mechanic is back with Zedline. Look for their new ad in the next issue.
A new advertisement but the same great service and work as always!



Upgrade Your Vehicle's Looks & Performance!!



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Joe Chiapponi
Master Mechanic Markham
271 Amber Street, Unit 3
Markham, ON L3R 3J7
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Tel: (905) 477 - 4997

MONTHLY MEETING MINUTES — COME ON OUT & JOIN US

Ontario Z - Car Eastern Meeting Minutes Wednesday January 2, 2008, 7:30 pm

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

The regular monthly Eastern meeting was held at Route 66 and was chaired by our new Eastern VP, JP Matte, returning to help out on the Executive Committee. Thanks JP, one of the founding members of OZC. The member turn out was lower than usual, there were 10 members and 1 guest present. No Zeds, too cold and too much salt out.

1. Welcome - JP

JP welcomed everyone to the meeting and thanked them for coming out so soon after the New Year holiday. He also passed out a document he had written proposing changes to the way club revenues were spent. This will be reviewed at the upcoming Executive Committee meeting.

2. Mail Box - Howie

A greeting card was received from Make-A-Wish Toronto & Central Ontario.

Newsletters were received again, Fast Lines from the Oshawa Motor Sport Club and The Gazette from the Z Car Club of Northern Virginia.

An event flyer was passed around for the Performance World Custom Car & Truck Show at the International Centre on Airport Road, March 14 - 16, 2008. Another one for the 2008 Canadian International Autoshow was received.

3. Treasurer's Report - Erle

Erle had completed the 2007 Treasurer's report which showed OZC ended up with a budget surplus of approximately \$2400.00. Copies of the report are available for review. Any member can request a copy.

4. Zedline - Howie

The 2007 November/December issue of Zedline was ready and distributed to the members at the meeting. All others will be mailed this week. The deadline for submissions for the first 2008 issue is February 22, 2008. Any submissions or winter projects that you are working on would be appreciated as content may be low as few club events will have taken place to report on.

5. Future Events

Grand Prix Kartways, February 16 - To date, there were only 5 members paid up and attending this event. Unless we have enough people confirmed and paid up front, the event may be cancelled. Erle was to check for the minimum number of people required by GPK. A reminder notice will be sent out by email.

Dinner at Mandarin January 26 - Tom was still going ahead with the dinner at the Mandarin on Woodbine Avenue. Contact him if you plan to attend. Reservation will be made if numbers warrant it.

6. 2008 Executive Committee Meeting - Tom

Tom will be convening a meeting of the Executive Committee on Jan 12, location to be determined. The main agenda items will be the preparation of the operating budget for 2008 and setting up the events calendar.

7. Website - Eric

Eric reported that with Nigel's help, the website had been cleaned up and cleared of a lot of old programs and complications to make it easier for him to work with and make any updates. Event updates will be made more frequently.

There was still a desire to provide the ability for members to pay for events using Paypal. This will be looked into.

8. Other

The floor was open for any discussion items, topics or projects being worked on. There were some suggestions discussed about providing benefits to the members attending events or reducing costs to participate in them.

9. 50/50 Draw - Wes

The cash prize of \$22.50 was won by Bobby Kara. Other prizes were won by Eric, Howie & Bill W.

The next Eastern meeting may be held after the karting event at Grand Prix Kartways if the event happens on February 16. If changes are required, an email will be sent.

Minutes recorded by Howie Yoshida

Ontario Z - Car Eastern Meeting Minutes Saturday February 16, 2008, 2:00 pm at Grandprix Kartways

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

The February Eastern meeting was held at Grandprix Kartways after our event that morning. There were 18 present including members and guests.

1. Mail Box - Howie

A flyer for the Toronto International Auto Show was received as it underway. The Nissan GTR was supposed to be there, a chance not to be missed.

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

2. Treasurer's Report - Erle

Erle reported that the bank balance was just over \$7000, bills were being paid as received. A Paypal account was now set up to receive payments for event related income.

3. Zedline - Howie

The deadline for submissions for the first Zedline of 2008 was Feb 22 for anyone that was going to submit an article. Event details of the go karting today would be in there.

4. Future Events

Events for 2008 planned so far have been posted on the website calendar. Tom mentioned that plans were being put into place to have a driving tour on the Saturday of the Z-Fest weekend.

5. Website - Rick Scott

Rick mentioned that he had a proposal from an associate at work to redesign and set up a new website for the club. It could have a number of features but the main selling point was its ease of use and ability to make changes us-

ing current software. It was available for viewing and the proposal would be discussed at the next Executive Committee meeting next month.

6. Other

JP mentioned that the club had recently recognized the past outstanding contributions of 3 special members, Edward Burkhart, George Kolosowski and Manolo de Leon. Thank you letters were being sent out to them along with a 4 year waiver of their membership fees as a token of appreciation.

The next Eastern meeting will be held as usual, on Wednesday March 5 at Route 66.

Minutes recorded by Howie Yoshida

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)



2008 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 amount due

**3044 BLOOR ST. WEST, BOX 503
TORONTO, ONTARIO M8X 2Y8**



ONTARIO Z-CAR - FOR THE MEMBERS BY THE MEMBERS

by JP Matte

The bulk of Ontario Z-Car's revenues come in via the \$50.00 individual memberships, from funds generated at the club's yearly Z-Fest, and advertisements in Zedline. Most of the advertising and membership money goes toward the newsletter, our single biggest expense. Proceeds from Z-Fest provide a much needed infusion of additional revenue. Due to our Incorporated and Not for Profit status, we are obligated to give "something" to charity. The amount that we must contribute is completely up to the club. It could range from one dollar to several hundred dollars.

Last year this club gave (the amount listed in the budget and Zedline was \$1,500) to a charity. In reality the club donated \$947.00. This amount came largely from revenues generated by the selling of food at the event. (The club spent \$559.59 in club revenues to purchase that food.). An additional \$253.00 came from the "Make a Wish" collection box at Z-Fest (in effect their own money) and the remaining \$300.00 was very generously donated by our former President Terry Weston out of profits made from selling his Zeetoyz merchandise at Z-Fest.

More to the point, our club, while there is a charitable component to it, is not a charitable organization. At the 2007 Z-Fest, we succeeded in grossing more money than the previous year's event, while turning a smaller profit. In doing so we also succeeded in providing less "bang" for the membership buck (no volunteer event shirts), all so that we could give an increased amount to the charity. This is not how OZC was designed to operate. It became apparent that there was a fundamental conflict between the interests of the charity and what is best for the club. This very generous donation by the club, and opinions gathered at the last East / West joint meeting in Milton, spurred changes at the Executive Committee with regards to how the funds generated by Ontario Z-Car will be administered in the future.

As such, there has been a renewed focus on OZC's primary goal, to remain solvent and to perpetuate itself on a yearly basis in order to provide benefits to its paid membership. Once solvency is attained, and judging from the budget numbers expertly tallied by Howie Yoshida and professionally presented by Erle Strauss, we would seem to be close to this if not already there. The club will endeavor to create added value for its membership in doing all that it can to improve the club's offerings to those members. Please bear in mind that it is only due to the excellent budgeting framework established in the past few years under the stewardship of Terry Weston's administration that has enabled the club to better track the funds that it has to work with. These new efficiencies along with the modified focus on charitable donations and increases in advertising revenues are what will allow the club to spread the "wealth" among its "shareholders" as it were.

This is the first time in this club's history that an initiative of

this type and scale has been undertaken. We may stumble along the way but this is a work in progress so everyone's patience and understanding would be appreciated. The club will be "giving back" in a variety of ways. The primary focus will be on improvements which will benefit our widespread membership. One is the addition of colour to select Zedline issues. It should be mentioned that the addition of colour is a very expensive proposition and may only occur in the issue covering Z-Fest. Another area being explored would be the enhancing of our club's website. Research is still ongoing in this area.

One of the most notable changes will be to Z-Fest, this club's premier event. The club is looking into dramatically reducing the price of admission to this event. Details will be provided in future Zedlines. The club can do little about the cost of getting into the Christie Lake facility which compounds the price of the event itself. Having said this, it is a large facility and they need funds to maintain and operate it. This facility has been a good one for Z-Fest in that it provides shelter from the elements, has tables, a great BBQ area, washrooms and an excellent field on which to have the event. To a person, most seem to prefer a field event to one held on a sun scorched asphalt surface. This does not mean that there is not something better out there. This is a great opportunity to ask the membership if they are aware of a similar type of location where we could hold our event. If anyone out there has any ideas, please call us or send us an e-mail with your suggestions.

Because Ontario Z-Car is a Not for Profit organization with a relatively tight budget, we will continue to fulfill our charitable obligation and decide at year's end exactly which charitable organization we will make a donation to. What is in the club's best interests will determine the size of the amount given. As was stated earlier the club's focus will be primarily on re-investing what money we do have back into the club, all the while maintaining an adequate balance for operating expenses and the like.

Charity is a worthwhile endeavor and individuals are rewarded when they contribute to charitable causes. Large, relative to the size of this club, charitable donations are not a part of this club's mandate. We are a small club which has been around for over 14 years. Should we be able to realize a healthier operating budget through improved bookkeeping, it should not necessitate our giving away club funds simply because we can. Anything which can be done to relieve the pressure of generating funds to keep the club operating, and re-invigorate it by giving back to its membership, should be the club's primary goal. Once these vital issues are addressed, should we start looking at spending outside of the club.

This club was created by its members, is maintained by its members and should exist primarily for the benefit of those same members. The Executive Committee should do all that it can in the future to ensure that the way our membership's money is spent, be a clear reflection of that statement.

A brief article about people who have, and continue to make a difference in Ontario Z-Car

by Jean-Pierre “JP” Matte

I had been thinking for some time about the great contributions so many had made to this club. In thinking about this a few names stood out. Those names being Edward Burkhardt, George Kolosowski and last but certainly not least, Manolo de Leon. At last year's Spring Milton joint meeting I put forth a motion to have these individuals recognized by the club for the contributions that they had made, and in Edward's case, continue to make. In proposing the recognition of these individuals I also made it clear that they are not alone in deserving some praise. There are many others who are going down the same path as these three, and hopefully in time they will earn the recognition that they also deserve. My motion of recognition was passed and earlier this year the club Executive Committee decided to honour their efforts by extending 4 years of complimentary membership to them. Here are their stories.

Edward Burkhardt

By his own estimation Edward has been involved at the Executive level for around 9 years. His involvement in the club's early years, and his continuing contributions are felt to this very day. We have all benefited from Edward's work as the Newsletter Editor, Webmaster, as well as his ongoing efforts as Membership Director. Moreover, through his continuing presence on the club's Executive Committee, his influence continues to shape this club. Edward is a high level autocrosser and his weapon of choice, an ultra clean early model 240Z, has won numerous awards at a variety of shows. As one of the early members, Edward has remained vigilant in ensuring that the club's core values are never compromised.

George Kolosowski

George was president for 5 years beginning in 1994 with his last term ending in 2004. All told, due to a few years off, he ran the club for 5 years. His corporate background enabled him to create a solid infrastructure for the club in its early years, the foundation of which is still being built on to this day. George presided over tremendous membership growth and some significant decisions the club had to make with respect to insurance, incorporation and the merging of the East and West chapters to name a few. For many years George held the record for the quickest normally aspirated Zed with a quarter mile time hovering above 14.5 seconds. His commitment to the club is something we should all be thankful for.

Manolo de Leon

An accomplished business owner and graphic designer, Manolo was the long time printer of our newsletter. In later years, he went from being the printer of Zedline to the one individual who ensured the continuance of the newsletter at a time when its future was in peril. For a very critical period, Manolo handled all aspects of the newsletter. Zedline is the heart of Ontario Z-Car and its loss would have dealt a crippling blow to our club. He took the newsletter to new visual heights, all the while subsidizing much of its cost out of his own pocket. The benefits of his tireless efforts not that many years ago, are in large part responsible for the solid and enduring nature that the club enjoys today. As if this weren't enough, Manolo has an amazing salt water aquarium (this description doesn't do it justice), a stone stock early 240Z replete with the original dirt, as well as an award winning Zed which is responsible for some of the more spectacular burnouts at our annual drag events. The personal time invested and the sacrifices he made in helping Ontario Z-Car, have earned him the club's recognition for his efforts.

The club's gift to these individuals pales in comparison to the contributions that they have made, and in Edward's case, are still making to Ontario Z-Car. Should you come across these people at a meeting or an event, by all means take the opportunity to personally thank them. I am sure they would appreciate this, besides which it would be a great opportunity to become more familiar with these truly great people. The club's gift to these treasured members hopefully ensures their participation for years to come. OZC is a much better organization because of their continued presence.

PROJECT DATSUN 240Z - PART 18 - CLEARING THE AIR

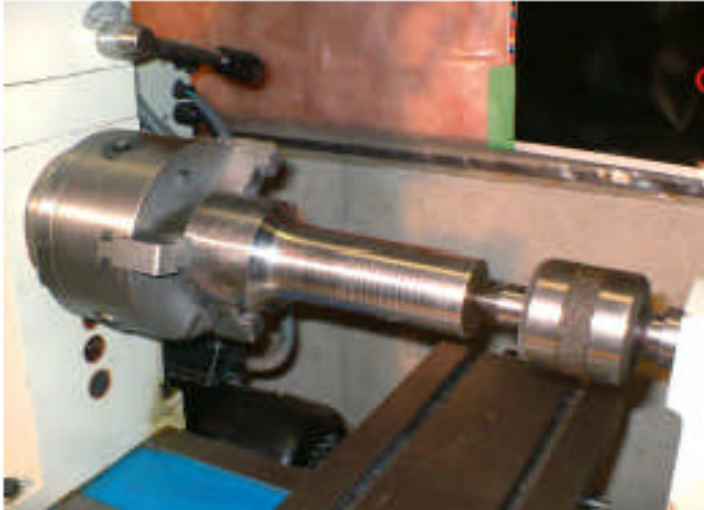
FOREWORD

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, including 5 of them as President.

This Project Datsun 240Z series of articles has been reprinted from the OMSC newsletter, Fast Lines.

by Philip Amshad

Trumpets, air horns, velocity stacks, and bells are just a few names given to the parts fabricated in this month's build. However, regardless of the name, the velocity stack serves a key role in the production of power, (*torque*). Carburetion, in its simplest terms is the process of charging air with an emulsified, homogeneous liquid hydrocarbon. In hindsight, perhaps the carburetor is not such a simple device. In fact, the term *efficiency* is not something that is generally associated with the ubiquitous carburetor, and to build power, directly translates into building an efficient air pump.



For many years the accepted theoretical number used in the mathematical equation for efficiency of a naturally aspirated internal combustion engine has been 26%. That is for every gallon of gas burned; only 26% would produce power. The majority is expelled in heat which is dissipated into the cooling system, consumed in pumping and frictional losses, or wasted out the exhaust. And so from the earliest days of the automobile, engineers have worked to increase the efficiency of the gasoline engine.

In the late 1800's, supercharging was seen as an effective means of adding efficiency. Although the principals of supercharging are fairly simple, the equipment required does not fit my application. But what if there was a way to add the effects of *dynamic boost pressure* without the use of a mechanically driven device; would that be legal?

It has long been accepted that a well designed air intake system can provide a significant supercharging effect, vary-

ing as the square of speed. Please notice that I did not state that the effect *increases* as the square of speed. An air box will reach a "plateau" or a condition where the "ram air" effect will stall after a given speed, (velocity). At best,



the order of 80% of the available Dynamic Pressure can be realized at the trumpets of a well developed engine air intake system. This can translate into as much as 1.70% more BHP at 200kph. On my project, just over 5.1 BHP additional could be realized.

I have always found the velocity stacks available for the Datsun L-Series engine to be a little on the short side. Although better than not having stacks at all, their length was definitely compromised by the available space. I therefore have chosen a length of 6", which may seem to be a bit on



the long side. I have always tried to build engines with an emphasis on torque, and let the BHP fall off where it likes.



I started this project by building a die to form the stacks. The material chosen was D2 which is a very hard tool steel. Once completed, I was able to form the trumpets from thin gauge steel tubing to the exact size of the carburetor. A 20 ton press was used to form coax the tubing into the final shape. 22 gauge sheet steel was used to form the actual air box. The bottom and top of the enclosure are identical, with the exception of the six holes for the stacks. The removable “hat” section will allow for tuning and balancing the set-up. A 5” duct will feed from the left headlamp, through a panel type filter element to pressurize the box. Although I have purposely left the critical dimensions out of this article, I will state that the air box is sized to maintain pressure over atmospheric with the engine turning 8500 RPM.

I hope that you have enjoyed this instalment of the project. Next month, we will look at the steps required to fabricate the front suspension. So until next time, keep your car and yourself safe, and we’ll see you at the track.



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LAPPING OR AUTOCROSSING, COMING OUT THIS YEAR?

by Howie Yoshida

Here we go again, another year and more opportunities out there to take your Zed to the track or drive it around some cones. Although OZC will not be organizing a track day on its own, there are opportunities to go lapping with your fellow members.

The first event is at **Shannonville with the Thousand Islands Zed Car Club on Friday May 23**. The event flyer is on the opposite page and the good news is, TIZCC has extended the discounted price of \$140 to all OZC members that have paid their 2008 dues. This event fills up each year so don't wait too long to send in your registration form and payment.

We also hope to participate once again with OMSC in their lapping days too. Their lapping days and schedule are as follows:

Sat May 17 Mosport DDT

Sat Jul 19 Shannonville, Lapping & School

Sat Sept 7 Mosport DDT

Look for registration forms and event details on our event calendar soon.

If you are looking for something that is a bit easier on your Zed and also on your wallet, how about an autoslalom or autocross event? A number of car clubs run their own autoslalom series as detailed below.

First up is the Push It To The Limit (PITL) series by the Mazda Sportcar Owner Club (MSOC), taking place this year at a new venue yet to be announced.

Dates though are as follows:

Saturday May 24 PITL #1

Saturday June 7 PITL #2

Saturday July 12 Pro Slalom

Saturday July 26 PITL #3

Saturday Aug 16 PITL #4

Saturday Sept 6 PITL #5

You can sign up for the series or just show up, pay your event fee around \$30 and have some fun for the day. PITL events are usually well-populated with 80 to over 100 cars out most times. Further details can be found on their website, www.wiredmotorsports.com/pitl/.

The HADA Motorsport Club will be running their autoslalom series at the same location as in previous years, at the Powerade Centre in Brampton on Kennedy Road just north of Derry Road.

Sunday, May 4, 2008

Saturday, June 28, 2008 tentative

Sunday, July 13, 2008

Saturday, August 9, 2008

Sunday, August 24, 2008

Sunday, September 14, 2008

8:00-9:30: Registration

10:00: Drivers meeting

10:15: Competition begins

\$30 per event, \$25 series registration

More details are available on their website too,

www.hadamotorsport.com/.

Once you get the bug and want more competition, there is also a provincial autoslalom series that a number of clubs all pitch in to organize. Check out the website at

www.casc.on.ca/solo2.php.

Hope to see more members out to these events too.

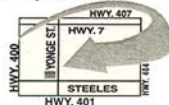
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Willowdale Nissan is coming back to Zedline for 2008, look for their new full page advertisement in the next issue of Zedline. Why not check them out the next time you need service or parts.

With special thanks to Marc, TIZCC has offered the price discount to all OZC members too, must have paid their 2008 dues though! Zee you at the track.

TIZCC 2008 Lapping/Testing Day Shannonville Motorsport Park



Long
Circuit



Friday May 23

**\$150.00/car (pre-registered)
\$75.00 for 2nd Driver
\$140.00 for TIZCC & StLAC
& OZC Members too!**

*All makes of cars
are welcome and
encouraged
No Motorcycles,
SUVs or Vans*



Take exit 566 off 401, south to hwy 2, west approx. 5 km to track

Cut here and mail with cheque

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Car make and model: _____

Year: _____ Stock or modified: _____

Prior lapping experience: _____



Gates open: 8:00 AM
Tech Inspection: 8:15
Drivers Meeting: 8:45
First Group runs @ 9:00
Lapping ends: 5:00
3 - 20 minute run groups/hr
Event runs rain or shine
- Valid drivers license required
- Snell rated helmets required
- Car must be in sound mechanical condition.

Make cheque payable to: **TIZCC**
Send to:

Marc Guimont
975 Bristol St.
Kingston, Ont.
K7P 2L3



For more information contact
Marc at:
Voice: (613) 384-4597
Email: guimont-m@rmc.ca
Fax: (613) 542-8612

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!!!**

- April 2 - Eastern Chapter Meeting at Route 66
- April 9 - Western Chapter Meeting at Alaskan Fish & Chips, London, chaired by Brian Gracie
- April 26 - Swap Meet hosted by Whitehead Performance
- May 7 - Eastern meeting cancelled this month, see you next week in Milton
- May 17 - OMSC Lapping Day at Mosport DDT. Contact Tom Dickson (zeeker260@hotmail.com)
- May 14 - Joint East-West Chapter Meeting at Montana's in Milton
- May 23 - Thousand Islands Zed Car Club Lapping Day at Shannonville
- May 31 - Golf Tourney, 9 hole Executive Course in am and Wine & Cheese Festival at Archibald's Winery in pm, North Bowmanville
- June 4 - Eastern Chapter Meeting at Route 66
- June 12 - Westmount Car Show, London & BBQ social. Contact Pete Radoja (radojap@hotmail.com)
- June 21 - Historic Can-Am & Vintage Production Festival at Mosport International Raceway
- June 28 - Drag Day #1 at St. Thomas Speedway, dinner, Event 1 of 2, 2 events with total points for trophies. Contact Jim Maw (alfa@golden.net)
- July 2 - Eastern Chapter Meeting at Route 66
- July 9 - Western Chapter Meeting & BBQ social, hosted by Laverne Burkhart, Kitchener
- July 19 - OMSC Lapping Day at Shannonville. Contact Tom Dickson (zeeker260@hotmail.com)
- August 6 - Eastern Chapter Meeting at Route 66
- August 13 - Western Chapter Meeting at Alaskan Fish & Chips, London, chaired by Greg Dougall
- August 23 - Road tour of Elora, Fergus and surrounding area, run to Z-Fest
- August 24 - Z-Fest at Christie Lake Conservation Area, Dundas
- September 3 - Joint East-West Chapter Meeting at Montana's in Milton, hosted by Eastern Chapter
- September 7 - OMSC Lapping Day at Mosport DDT. Contact Tom Dickson (zeeker260@hotmail.com)
- September 13 - Tour of the North and possible overnight stay, details to follow
- September 20 - Drag Day #2 at St. Thomas Speedway, dinner, final event with total points for trophies. Contact Jim Maw (alfa@golden.net)
- September 29 - October 3 - ZCCA Convention in Cleveland Ohio, <http://clevelandrockz.com/> for details
- October 1 - Eastern Chapter Meeting at Route 66
- October 8 - Western Chapter Meeting at Alaskan Fish & Chips, London, chaired by Bill Dawson
- November 5 - Eastern Chapter Meeting at Route 66
- November 22 - Christmas Social at Mandarin Restaurant in Kitchener, to be confirmed
- December 3 - Eastern Chapter Meeting at Route 66
- December 10 - Western Chapter Meeting at Alaskan Fish & Chips, London, to be confirmed

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,

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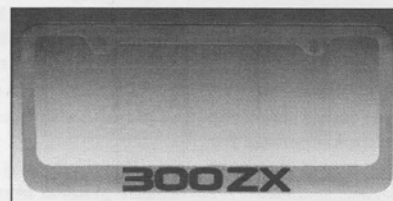
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