

2008 ISSUE #2 MAR/APR

Bi - Monthly Publication



ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993

LET'S GO LAPPING!

May 17 with OMSC at Mosport DDT or May 23 with TIZCC at Shannonville



HOW ABOUT A CRUISE?

June 14 Tour of the Kawarthas



TRY DRAG RACING

June 28 at St. Thomas Dragway



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

Prez Sez ...

Do you fear going on an extended cruise because of your car's age? Don't fear...with these handy tips and a few preparations, you can take part knowing you can make it back without a tow or additional repairs. Would you take an trip through the back roads in remote areas in the winter without being prepared? The same principle applies when taking the roads on a cruise.



to

Most cruises are on back country roads away from the gas stations and repair shops. So first thing to do, is to make sure you have a full tank of gas at the beginning of the cruise. Have your tool kit in the car with a roll of duct tape as it is the most versatile item for holding things together until you can make permanent repairs. You can seal up a burst rad hose enough to get to a repair shop but the problem would then be coolant for which you would need a supply of water and possibly a container to carry it in. A collapsible container would be ideal and take up little space. What about a spare ignition/spark plug wire of the longest length your car requires and if your significant other is along for the ride and is not wearing his or her panty hose or other suitable apparel, did you remember to put an extra accessory drive belt in the spare tire well? Speaking of tires, did you check the air pressure in all the tires after taking your car out of winter storage and before heading out? Oops, you realized that you remembered the spare but you left the jack handle on the garage floor when putting the tire back in the car. Well, luckily you put that can of tire inflator/sealer in the car. It will save you a lot of aggravation when you find that nail that is causing a slow leak. Spare fuses are always good to have handy as well as a roll of electrical tape and a spare signal and brake light bulb.

What else could you carry that would possibly save a tow or much aggravation? What about spare keys, a quart of tranny fluid, booster cables and maybe a tow strap. All of these mentioned articles can fit in your tire well with the spare. There are other things that are not essential but could save the day, a first aid kit, a fire extinguisher, a map of the area where the cruise is going, in case you get off route, a cell phone and last but possibly the most important thing, a service club card such as CAA in case the break down cannot be fixed with a bit of bailing wire and chewing gum.

When attending a cruise, make sure to get a detailed map of the route and speak up at the drivers' meeting if you are not sure of the directions. Get a contact cell number in case of a breakdown or if you get separated from the group. Inform participants if you are leaving at some point so that they aren't searching for you.

In the words of a famous man, Sir Robert Baden-Powell, "Be Prepared", plan for the worst and all the little things you will be able to take care and not worry about as you cruise the open road.

See you at one of our up coming cruises and if you know of some great routes put together a cruise and invite others to enjoy the great outdoors and the wonderful scenery we have here in Ontario. See you at the Repatriation Cruise at the end of May. Check the events calendar for details.

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:

Carsten Andreasen	David Baker	Andy Boodoo
Mike Carney	Terry Little	Nelson Martins
Ed Muth	Christine Scrivener	
Dave Wood	Dan Van Londersele	

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

Edward Burkhart
Membership Director



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From The Driver's Seat

This issue I would like to extend our thanks to our returning advertisers and say welcome to a few new ones. Without their advertising dollars, printing and mailing out Zedline would be that much more of a strain on club funds so please remember to show your appreciation of their support whenever you can. If you are in need of any of their services, give them a call and an opportunity to provide you with a quote. Joining us for the first time is Dan Van Londersele Real Estate Brokerage and Ed Muth of Classic & Rod Car Appraisal.

Check out our line up. From start to finish, buy parts from ZeetoyZ, then buy your oil from Wise Choice Synthetics, get your Zed serviced by Whitehead Performance or Master Mechanic in Markham, have it appraised by Classic & Rod Appraisal and then insure it for the road with Lant & Co. Insurance Brokers.

As Zedline only comes out every 2 months, we are relying more and more on our website to provide you with up to date event information, talk it up in the forums and use the classifieds. We have signed on with a new server, Motortopia. Check out the details inside, compliments of our webmaster, Eric.

Lastly, despite the ridiculous gas prices, we are organizing 3 tours this summer and fall so come on out and join in a cruise. First one is Sat. June 14, event details are posted on the OZC website and Motortopia and in this Zedline.

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

Tom Dickson, Philip Amshad, JP Matte

Eric Zondervan, Michael Lambert

Erle Strauss, 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"

SWAPPING PARTS AT WHITEHEAD PERFORMANCE

by **Howie Yoshida**

Spring has arrived so it must have been time to hold the OZC swap meet. Continuing his support of Ontario Z-Car, Greg Whitehead of Whitehead Performance once again hosted this annual event at his service centre. For those that were there, you may have noticed Greg's absence. Whitehead Performance had recently built two new race engines for a couple of their customers who were testing them out that day at Dunnville. Greg was trackside to provide technical support and to make sure the engines were properly set up and running OK. I'm sure his customers appreciated the service.



Don't forget about our sponsors

Meanwhile, the shop was in the capable hands of Mike Hansen who was our host for the day and he was also selling his own parts too. Perhaps the rain forecast had something to do with the turnout but it seemed like the numbers were down compared to last year, maybe 40 or so were out. The weather held up though and it turned out to be warm and sunny all day.

Looking around, there were about eight sellers spread out inside the shop and out in the parking lot. Most of them had quite an inventory of parts on display, mainly used but some new stuff was available too. Hope they were able to move some of their merchandise. There were definitely people carrying out those hard to find parts I'm sure.

If they did as well as the OZC club table, then it was a good day all around. Our Merchandise Director, Terry Weston sold off some items for the club and for his own business, Zeetoyz, that specializes in anodized engine fittings and automotive dress up items for Zed cars. OZC signed up six new members, there were six renewals and we even sold some advertising space in Zedline. What a day!

If you didn't buy any parts, at least you didn't have to go home hungry. The BBQ was being managed by a familiar site, thanks to our Treasurer, Erle Strauss who was hard at work cooking up an assortment of burgers and sausages.

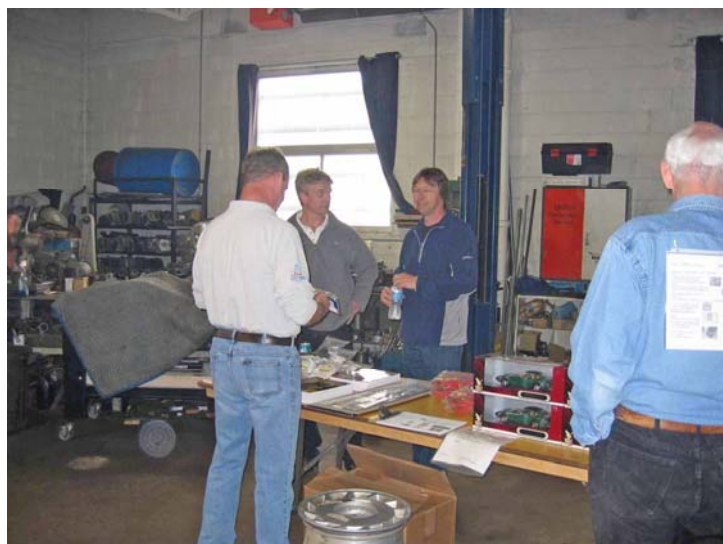


The Prez, The Treasurer, The Newsletter guy and The Merchandise guy

Terry and JP were seen to be helping out too.

Many thanks to those attending who also purchased the 50/50 draw tickets. Wes Hore was making the rounds selling the tickets and he also brought a number of car care products for the prize table. Thanks to Wes, we gave away \$80 as the cash prize. It was won by Erle Strauss who in a very generous act, donated the money back to the club. Thank you Erle! The other prizes were picked up by the usual suspects, Bill, Nigel, Tom and Bobby among others.

That ended the day and we were pretty well cleaned up and out by 2:00 pm. Hopefully we will do this again so you have a full year to gather up those surplus parts and turn them into cash at the 2009 swap meet. See you then.



Rick from Brantford Nissan, always around



Here's Bill with his ever growing parts inventory



Wes Hore displaying the 50/50 prizes



If you're not buying parts, buy something to eat



Erle, the BBQ guy with Terry & JP



Anybody want to buy an alternator?



Our host, Mike Hansen (on the left)

THE MAKING OF THE “GREEN MACHINE”

by Erle Strauss

I'll start this tale with a brief recap of my first 300ZXTT. When I was in my twenties, I used to help my older brother build sports cars, this was about 30 years ago. These were English cars like MGA's, MGB's, Jaguars and Austin Healeys. My brother's only Japanese sports car that he presently owns is a black 1990 Nissan 300ZXTT. This car was upgraded with a Stilen three stage addition that now makes 400HP.

In 1999, he spotted another 1990ZXTT coloured red, in St. Catharines that had been stored away & not driven for ~5 years. The VIN indicated it was #102 in the production line in Tokyo but unfortunately, it looked to be in quite a neglected state. The original owner was a married 33 yr. old lawyer and really didn't want to part with his car “baby”. My brother made him an offer but the owner refused. Two years later I went with my brother to see this same red 300ZXTT. It was still in the garage but this time with bird's nests & lots of dirt all over it. The 1990 ZX's were made with good strong steel and this car had no signs of any rust. His wife was expecting their first baby and luckily for us, she said that this car must go as they needed an SUV for their expanding family. So we made a great cash deal for the car and I had my first 300ZXTT. I now had my first car project in over 30 years! See the December 2005 issue of Zedline for the continuation of my story about insurance companies, a severe rain storm & “branding” concerning the red 300ZXTT.



The Proud Owner with the first Zedline article

Since I was forced to accept the MTO's ruling on branding my red 1990 300ZXTT, I decided to start another “Z” project using the monies paid to me from the insurance settlement. At that time (Sept/05), I found a 1996 300ZXTT (VIN confirmed it was #89 in the production line from Tokyo) for sale through a company called Fine Cars in Toronto. This Zed was white with 135,000 km on it. The biggest problem

was that it was used as a daily driver year round. I knew from my previous car that the way to start a new project was to strip the whole car, just leaving the metal skeleton with 4 wheels to move it around.

In the winter of 2005 I started the project with the same people I worked with on my red 1990 300ZXTT. The rusted areas and the body work was done by Bayview Auto Collision. Two welded joints in both front wheel wells needed some work done, as did under the radiator frame & beneath both rear mud guards. The engine was taken out & rebuilt by Master Mechanic Markham (owner Joe Chiapponi & Peter). A three stage addition was also installed using a Stilen high flow air intake. Peter of Master Mechanic fabricated a new stainless steel 3” exhaust system with Flowmaster dual exhausts. This first part of the project was completed by April/06 and the car was ready for a road test. The car's first try out was at the DDT Track at Mosport where I signed on as a student for the OMSC lap-ping day school. The car was incredibly powerful & very responsive negotiating the many turns & curves. It was definitely an exciting machine! During the first year driving the car, I knew modifications to its suspension & braking systems were necessary to control the Zed. This car was definitely more powerful than my 1990 300ZXTT. The motherboard on my 1996 was much more sophisticated since I had it modified by Wolf Techtronics in California to get more performance out of the car.

During the fall of 2007, I went to see Greg Whitehead at Whitehead Performance to undertake the brake & suspension modifications. Mike Hansen at Whitehead Performance found some Skyline rotors & calipers for my model (Skyline is the racing version of my car in Japan). He also installed anti-sway bars and a chrome bar between the shock towers in the engine compartment to reduce the body roll in the turns.

In the summer of 2007, I drove the car a lot, to touring events and even drove it to the ZCCA National Convention in Daytona Beach, Fla. to see all the Zeds. I convoyed down with 3 other OZC members. It was a very memorable event. I learned quite a bit about showing a car plus I learned by observing the judging process, what exactly they were looking for. I made many connections to help me this past winter to create “The Green Machine” show car!

This past winter, I asked Greg Whitehead if his shop would be interested in changing the look of the engine bay by detailing it. Vuk Zivic at AMS Motorsports supplied me with a new aluminum AMS racing radiator and a connection to a company called MegaZ in North Carolina that fabricated certain aluminum detailing for the Z32 model. I purchased a “Z” battery hold down, a custom made shroud to cover the existing fan plus a three piece “Air Wing”. All these parts were custom painted by Bayview Auto Collision & Whitehead Performance. After these were added, we felt more decal detailing was necessary & then “THE GREEN MACHINE” was created! This name was added to both sides of the front fenders.

More detailing continued by painting all the screws gold along with many engine parts. Joe at Master Mechanic put me in touch with the Automotive Import Market where I found 4 Italian 18" aluminum rims (painted gold in a few places) and gold plated license plates that were detailed later in green with the OZC logo. We then decided at this point that the work should continue into the interior of the car. The bottom of each door trim was painted gold. Greg suggested I go with a Momo steering wheel that was painted with a gold centre. The seats were in a rough way where the leather was torn & the seat springs were worn out. Many years ago, I had previous sports cars improved by Tony Macri at TM Custom & went to talk to him about renovating both seats. I also got some more ideas at the 2007 ZCCA convention when I saw a 300ZXTT car that had used www.importsextreme.com for detailing the insides. Tony was able to improve on the design and at a better price.

Next year the project will continue and I plan to finish the whole interior. Stay tuned to Zedline for that story.

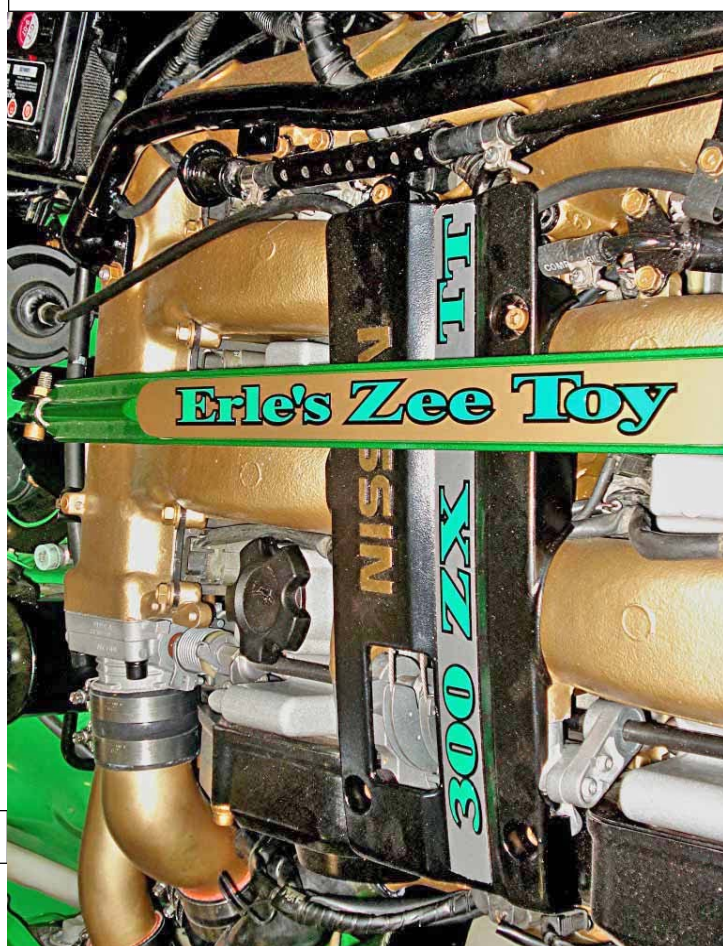
NOTE:

More photos can be seen on the Photobucket website under "Green Machine Album" using the following link

<http://s203.photobucket.com/albums/aa52/estrauss59/Green%20Machine%20Album/>



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WEBSITE UPDATE & WELCOME TO MOTORTOPIA

by Eric Zondervan

Have you been to the OZC website lately? As your Webmaster, I would like to introduce you to some changes and give you a tour. The best way to take this tour is to sit in front of your computer with your Zedline and log onto www.ontariozcar.com. If you haven't done so already, now is the time to *bookmark* the site or add it to your *favourites*. If you don't know how to do this, ask any teenager to help you.

On the left side of the *home page*, about 2/3 of the way down you will see a *button* called "Online Forum". Click this button and a new page will open, with an explanation of why we have changed the forum. The last line says

Note: that you only need to be registered with motortopia.com to post items in most forum categories, exception being the Members Only.



So what's with this Motortopia stuff? It's a big site that hosts a large number of car clubs and OZC is going to use Motortopia to host our forums and classifieds, post information on upcoming events, news, albums and even past issues of Zedline. Please visit this site on a regular basis to keep up to date on club happenings.

The first time you go here, you will have to follow the steps to register yourself. Near the top right corner you will see login/sign up/content filter is: on. Login can't be used until you sign up. Content filter can't be turned off until you login. This filter is turned on some pictures by the person posting the picture in case it is a picture you may not want popping up on your screen at the office. Once you login you can turn content filter off or on as you choose.

The sign up asks all kinds of personal questions you don't have to answer if you don't want to. If you fill in your gender and date of birth, your *profile* will come up with an M (or F) and your age. You can add a picture of yourself or anything else you have stored on your computer if you want. If you don't want anyone knowing who you are, you can make up some oddball *screen name*. Personally, I think it's better to use your email name so other club members recognize you.

Now that you have signed up, any time you go to the forum, you can *browse* most areas, but you should first go to login so you can post *blogs*, add *classifieds*, and *participate in the forum*. Even better is to click the remember me box so you login automatically at each visit.

Now, let's assume you have signed in with a user name and a password you promise not to forget. Close all the Motortopia windows you may have open by now and go back to the OZC website and click online forum, click on Proceed to Forum and you should see the Motortopia page open up. By going this route, you are taken right to the forums section of Motortopia which is specific to our club. As a member of OZC you should now go to the grey box near the top left and click on send a message to group moderators and ask to become a member of the group so you can participate in the club members only section of the forum.

I could fill several issues of Zedline with tips on how to *navigate* the Motortopia site, but you will have more fun just checking it out for yourself. I will give some pointers I found while whiling away several hours on it though. Should you click one of the red boxes along the top of the page (**main, my garage, cars, people, etc.**) you are going to have a tough time getting back to the OZC page on the site. You may want to go back to www.ontariozcar.com and start over. Another good way to get there is to bookmark <http://ozc.motortopia.com>.

If you are not sure where you are, look under the line of red boxes and you will see a *path name*, for example cars>clubs>Ontario Z-Car Owners Association>forums. This not only tells you where you are, you can click on any of the words, clubs for example and you will be taken to that page. To view the *home page* of our club either click on Ontario Z-Car Owners Association in the *path name*, or, just below the *path name* to the left you can click on the Ontario Z-Car Owners logo.

If you have any problems and don't have a willing teenager at your disposal, feel free to send me an email at zedfoot@rogers.com. I will gladly help you through by return email or set up a time to call and lead you through by phone.



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MONTHLY MEETING MINUTES — COME ON OUT & JOIN US

Ontario Z-Car Eastern Meeting Minutes

Wednesday March 5, 2008, 7:30 pm

OZC Executive Present: Tom Dickson **President**
JP Matte **Eastern VP**
Eric Zondervan **Webmaster**

The regular monthly Eastern meeting was held at Route 66 and was chaired by Eastern VP, JP Matte. Despite the miserable weather and driving conditions, there were still 11 members in attendance.

1. Treasurer's Report

As Erle could not make the meeting, JP advised the members in non-specific terms that the club was financially sound.

2. Future Events

Upcoming events were discussed.

The Repatriation Cruise has been rescheduled to May 31, the same day as the Archibald's Golf and Wine Festival.

The Thousand Islands Z Car Club Lapping Day is at Shannonville on Friday May 23. They have offered all OZC members the \$140 discounted price too. Members dues for 2008 must have been paid though.

This year the ZCCA Z Car Convention is in Cleveland Ohio, Sept. 29-Oct 3. Some 3-4 members in attendance indicated that they were going. The convention website is up and registrations are open.

Interest was shown in duplicating the fondly remembered Viper Assembly Plant tour held many years ago.

3. Website

JP mentioned that the club was looking into upgrading the website. He asked if anyone present knew of someone who did this type of work. One member will possibly look into whether a source he has in mind might be interested in helping out. No guarantees though.

After these business items were efficiently dispensed with, the membership engaged in social conversation about a variety of topics.

Minutes recorded by JP Matte.

Ontario Z - Car Western Meeting Minutes

Wednesday March 12, 2008, 7:30 pm

at Ernie's Roadhouse, Cambridge

OZC Executive Present: Jim Maw **Events**
Howie Yoshida **Newsletter**

A small informal meeting was convened with 6 members present.

1. Welcome - Jim

As there is no Western VP this year, the meetings are being chaired on a rotating basis. Tonight's meeting was organized by Jim Maw.

2. Mailbox - Edward

A newsletter, The Gazette from The Z Car Club of Northern Virginia was passed around by Edward for all to read.

3. Future Events - Jim

Jim's handout agenda detailed some of the events planned for this year and was discussed by all. Members were reminded to check the website events calendar for late changes and updates.

4. Zedline - Howie

Howie indicated that the first issue of Zedline for 2008 was not finished, a bit late but it would be ready the following week. A detailed event calendar for 2008 is included.

5. Website

Edward mentioned that he had sent a link to some of the Executive Committee for a site that could host the club for events, forum, pictures etc. There is no cost with this site. It will be evaluated by the Excom.

Rick 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 using current software. It was available for viewing and the proposal would be discussed at the next Executive Committee meeting in March.

6. Other

Frank Roggeband produced a copy of a Zed calendar that he had made at his work place. He proposed the club could make one with pictures of member cars or from Z-Fest winners if enough orders were placed. Cost would be in the \$15 to \$20 range depending on quantity. Is anyone willing to run with this initiative?

The next Western meeting will be held on Wednesday April 9 at Alaskan Fish & Chips, 802 Exeter Rd., London. It will be chaired by Brian Gracie and he has also arranged for a guest speaker, Ed Muth, a vintage auto restorer and appraiser.

Minutes recorded by Howie Yoshida

Ontario Z-Car Eastern Meeting Minutes

Wednesday April 2, 2008, 7:30 pm

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

The regular monthly Eastern meeting was held at Route 66 and was chaired by Eastern VP, JP Matte with 11 members in attendance.

1. Treasurer's Report

Erle advised that the bank account had \$6,600 at this time.

2. Future Events

Apr 26, Swap meet at Whitehead Performance, Erle will handle food at this event.

May 23, The Thousand Islands Z Car Club Lapping Day is at Shannonville, OZC members can go for the discounted price of \$140.

May 31, The Repatriation Cruise from Trenton to Toronto,

red cars will go at the front of the procession. The Archibald's Golf and Wine Festival on the same day has been dropped.

June, Tom, Erle, Wes to go out on the road to map routes for touring events.

Jul 12, Rochester Car Show / Dinner / Sleepover event (All Japanese Import Show) Rochester Club to do "big" event every other year.

Other, Less than a favourable reaction to having an event or a meeting at Steve's Tire, leads to the suggestion that we invite Steve to show his wares at Z-Fest where he will have a "captive audience".

Z-Fest, Erle made volunteer pitch for Z-Fest. He will also organize and handle the BBQ food sales again. General discussion arose about the creation of Z-Fest CD which could later be sold. Erle indicated that he would look into this. Wes Hore and Bogdan Kurek suggested that additional signs dot the area surrounding Z-Fest in order to facilitate locating the event and perhaps draw in some extra interested parties.

3. Website

The existing website will be revamped rather than be replaced with a new design. Eric Zondervan discussed the website updates and that our classifieds and forums may be set up in connection with the new Motortopia site we are using. There are currently Zedlines from 2006 & 2007 posted on Motortopia, all in living colour.

4. Other

Sherry, our waitress is entering the CN Tower Climb (1,7776 stairs) for Charity. All of her evening's tips would be pledged to the World Wildlife Fund.

5. 50/50 Draw

Wes Hore, Erle Strauss, Gail Warren and Frank Roggeband, were the winners in that order.

6. Buy/Sell

Our President Tom Dixon declares that he is selling a "good" 260Z windshield.

Minutes recorded by JP Matte.

Ontario Z-Car Western Meeting Minutes Wednesday April 9, 2008, 7:30 pm Alaskan Fish and Chips, London

This month the meeting was chaired by Brian Gracie.

1. Pete Radoja

Brian updated those in attendance of the progress of Pete Radoja, currently on his way up to the Base Camp of Mount Everest. We are expecting a full report from the adventurer himself when he returns next month.

2. Upcoming Events

The swap meet at Greg Whitehead's shop is something all members present seemed to be looking forward to. The full run down of the many events for 2008 are on the club website.

3. Website

Ed Burkhart updated us on the new areas of the website. The forum and classifieds are now under a new host and all are encouraged to check it out.

4. Guest Speaker

Auto Appraiser, auto restorer and all round car guy Ed Muth shared his recent experience of restoring his friend Dan's 1971 240Z. Ed was able to show us pictures of the project and spoke of the many aspects of taking one of these cars apart and putting it back together. The car was at the meeting for all to see. This was only its 2nd time out and its first trip after dark. Ed also treated us to a quick round of "name the Datsun part". The parts that were passed around were quickly identified by the resident pros! Ed also spoke about the nature of car appraisal and the insurance industry.

All in all, an excellent presentation. Thank you Brian Gracie for arranging this guest.

5. Closing

As usual this meeting was informative and friendly and offered us the chance to see other owners and swap garage stories about what we are doing next. If you are missing the meetings you are missing out on one of the best aspects of the club. The meeting was well attended and continued in the parking lot long after the restaurant locked up for the night.

Minutes recorded by Michael Lambert

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.

Ernie's Roadhouse, CAMBRIDGE

at 7:30 pm, 519-658-9562. Take Hwy 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 19 - SUSPENDED ANIMATION

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

"Before we can do anything intelligent with any piece of machinery we had better figure out the exact function of the piece - if all else fails, read directions."

Carroll Smith

Over the last few years I have been fortunate enough to sit down with a few Automotive Engineers to discuss the topic of vehicle suspension systems. Although most enthusiasts can tell you what changes will produce which result, they may not be able to explain *why* the result changed. Most enthusiasts can explain the characteristics of **oversteer** and **understeer**; however, I have found that the majority had not made the correlation between these conditions, and the **5 major forces** acting on a car in motion.

A vehicle at rest has only one force acting on it. That force simply stated is vertical load. Once in motion, a vehicle will encounter any combination of **roll, pitch, yaw, dive, and squat**. Together, these forces constitute **Vehicle Dynamics**. These five forces can be broken down further into sub-categories which include, but are not limited to; **drag, sticktion (grip), slip (transverse/longitudinal), and MOI (moment of inertia)**.

Although beyond the scope of this article, (and possibly the author), I will attempt to explain the decisions I have made in selecting this suspension system.

Under the SCCA Preparation Rules for GT-2 car, section 17.1.2.F.2 states; "All front engine GT cars shall utilize McPherson strut or double A-arm front suspension. A-arm front suspensions shall have the shock attached to the outboard end of the upper or lower control arm. Rocker arms, push-pull rods, etc., are prohibited. Rear wheel drive cars shall use a live "closed tube" rear axle. Cars classified in GT2 -5 whose original configuration was front engine, rear drive with independent rear suspension, may utilize any form of rear suspension at a weight increase of 100 lb." Therefore, the Datsun will incorporate **SLA** (short/long arm) front suspension, and a solid "live" rear axle utilizing a four bar setup known as a **Satchell Link**. Those familiar with the Datsun 240Z will know that the stock front suspension uses a McPherson strut and tension rod, while the rear utilizes an IRS (Independent Rear Suspension), with a fixed centre section, lower control arm and McPherson strut.

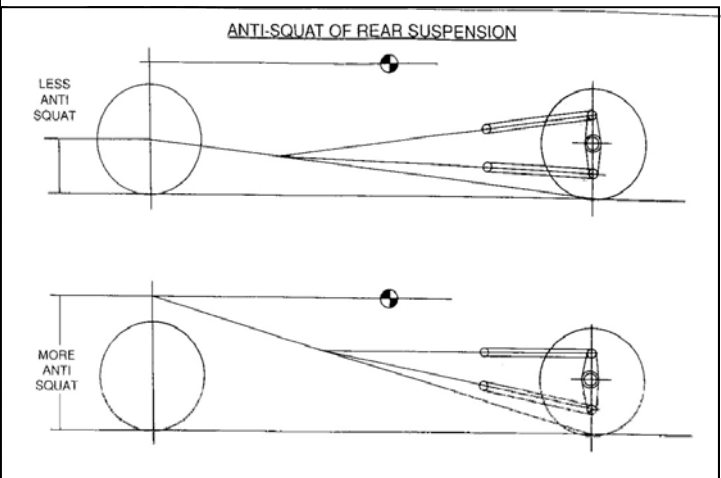
The first question I will address is the **why**. Why convert the suspension at all? The stock suspension, while remotely adequate for a road car, was almost completely unsuitable for use under racing conditions. While it is true that the winning cars of the 70's used these stock components, all were modified in length, location, and mounting

points within the letter of the rules. Since this project started with a clean sheet of paper, I felt it was the perfect opportunity to build something special, while adhering to the current rules for GT2.

For the front suspension, an unequal length upper and lower control arm will allow the suspension to gain negative camber in compression, (a McPherson strut gains positive camber). This design will also allow for almost any roll centre height, and swing arm length. The characteristics of **anti-dive** can also be incorporated (difficult to achieve with a McPherson strut), and when completed should be around 5%. For the rear suspension, the 4 bar system will promote good roll steer, and good support of the rear axle. Using the Satchell link arrangement will also allow for a lower **roll centre height**, (7"-10" above the ground), and **antisquat** up to 110% if desired. Of course, that much anti-squat will make for a very short swing arm. Too short of a swing arm will cause the rear end to hop under braking, limiting vehicle control and maximum deceleration.

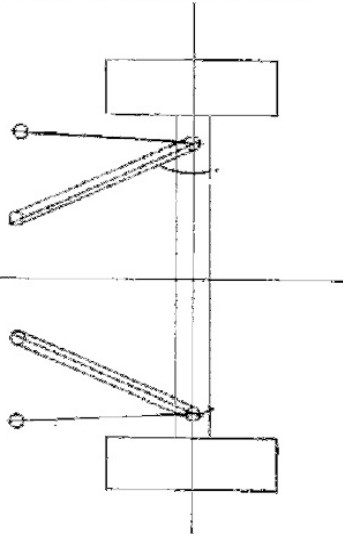
It is most likely clear by now that it is impossible to build a race car that will combine maximum acceleration, maximum deceleration, maximum cornering ability, and maximum controllability. Race cars are created based on compromises, and this car will be no exception. Although I have purposely left the dimensions out of this article, the drawings included are to scale.

I hope that you have enjoyed this installment of the project. Next month we will start fabrication of the front suspension. So until then, **keep your car and yourself safe, and we'll see you at the track.**

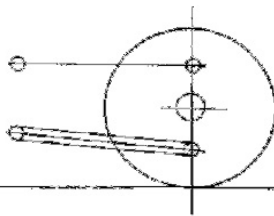


SATCHELL LINK REAR SUSPENSION

TOP VIEW



SIDE VIEW



A Satchell link rear suspension is a variation of the 4-link and the angled arm suspensions in that it only uses four links. The advantages of the Satchell link are that it provides considerable anti-squat with roll understeer and a low roll centre. It also supports the ends of the axle housing very well.

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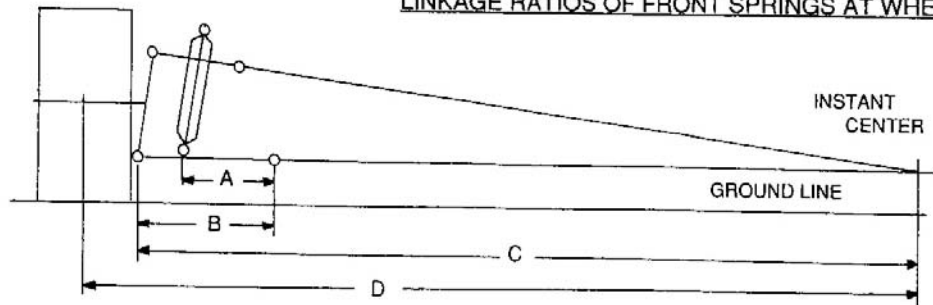
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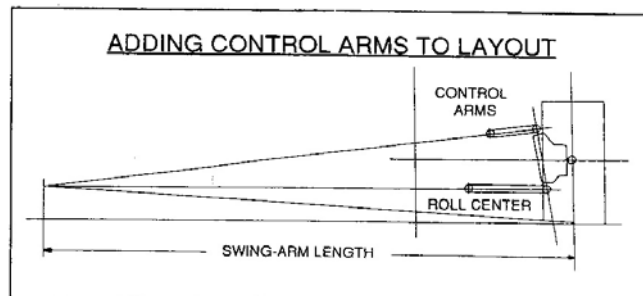
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FRONT SUSPENSION LAYOUT NEEDED TO DETERMINE LINKAGE RATIOS OF FRONT SPRINGS AT WHEEL



The spring rate at the wheel is not the same as the rate of the spring if there are any linkages involved. This shows a typical front suspension arrangement listing where the dimensions for the control arm and instant center point are located.

ADDING CONTROL ARMS TO LAYOUT



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!!!**

May 17 - OMSC Lapping Day at Mosport DDT. Contact Tom Dickson (zeeker260@hotmail.com)
May 23 - Thousand Islands Zed Car Club Lapping Day at Shannonville
May 31 - Repatriation Memorial Drive & Rally, Trenton to Toronto (www.redfridays.ca) Contact Tom Dickson.
June 4 - Eastern Chapter Meeting at Route 66
June 12 - Westmount Car Show, London & BBQ social. Contact Pete Radoja (radojap@hotmail.com)
June 14 - Tour of the Kawarthas. First of 3 tours planned. Contact Erle Strauss (estrauss3@rogers.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 12 - All Japanese Import Show with Z Car Club of Rochester. Contact Erle Strauss (estrauss3@rogers.com)
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, chaired by Greg Dougall, location TBD, stay tuned
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

TOUR OF THE KAWARTHAS CRUISE Saturday June 14, 2008

The tours in 2007 were a lot of fun so we are organizing three more this year. The first tour will be a full day event on secondary ("biker type") roads that are very windy with lots of elevation changes but they are paved. There will be lots of driving, about 350 km and picturesque scenery! To encourage a good turnout, OZC will have giveaways and conduct prize draws at no cost for members. We still welcome friends and family to come out and accompany you through the whole event. Prizes will include wine from Kawartha Country Winery, Sunoco gas coupons, a free lunch for one lucky individual and baked goods from the Mennonite Bakery.

MEETING & START LOCATION: Tim Horton's/Wendy's in the MacDonald's parking lot. Located at BROCK St. (in WHITBY) & HWY 401, take exit #410, go 1 block north to Consumer's Rd., at the NE corner. Be there at **8:00 am & we leave at 8:15**. Everyone start with a full tank of gas. Sunoco is in this complex. We will re-group at Haugen's Restaurant (Brock St. [12] north to [7a] at Manchester), until 9am.

If you are planning to show up, please contact one of the event organizers below, no later than June 10 to confirm your participation.

Phone:	416-402-5533	905-391-1036	905-623-9188
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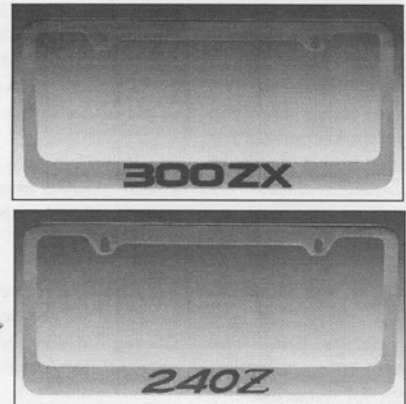
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