

2009 ISSUE #4 JULY/AUGUST

Bi - Monthly Publication

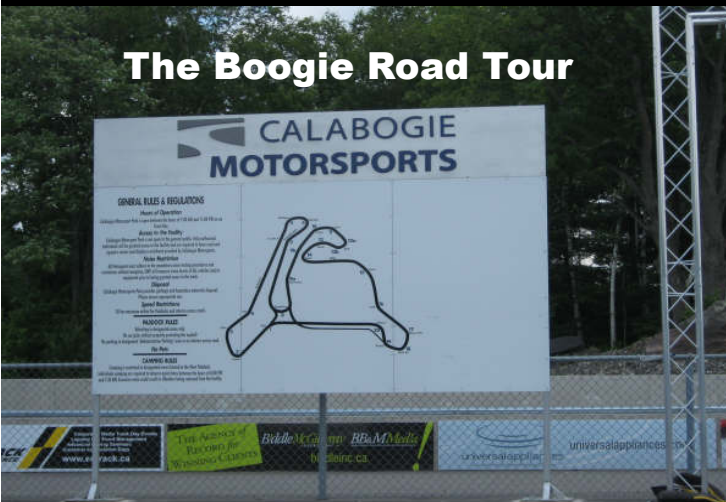


ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993

READ ALL ABOUT IT!

LOTS OF Z-CAR EVENTS....

The Boogie Road Tour



Drag Event #1



ZCCR All Japanese Car Show



Z-Fest! Z-Fest! Z-Fest!



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

Prez Sez ...



Radar Love and Vanishing Point. A great song and a cult classic film whose endings revolve around motor vehicles and a physics lesson. Kinetic energy and an opposing mass. For those out there too young to be familiar with these two cultural nuggets, trust me, both the song and the film while entertaining, don't have happy endings.

The hobby we enjoy is centered on the motor vehicle and unfortunately automotive enthusiasm is frowned upon in many circles. Much of this is due to unfair or sensationalized portrayals in the entertainment media, news reports and political grandstanding. The greening of our society has also given a voice to an ardent group of car haters who have never let the facts get in the way of their anti-car sentiments.

Many of our events quite naturally involve driving and I'm happy to report that in my many years of being involved in this great club that we have enjoyed a safe and accident free history. Obviously, this is a trend I want to see continue unabated. I am bringing this topic up, not out of necessity, rather because every once in a while as a reminder, it is important to touch on the importance of respecting local traffic laws while touring the countryside both here and abroad. Observing speed limits and exhibiting common sense benefits club members and those we share the roads with. It is important to point out that while some of the roads we explore are remarkably similar to a race track, they are still public roads and unlike a race track, there are driveways, intersections and traffic coming in the opposing direction. If you are dying to drive at the limit then a tour on public roads isn't the right environment to pursue this. Take it to the track or an autocross event for it is only there that you can safely explore the vehicle's limits and the extent of your abilities. Remember perception is reality and the opinion which is formulated by people who witness our behaviour will ultimately determine how we are treated both as individuals and an organization.

Despite a rather disastrous weather forecast and a mostly overcast day, I would like to declare this year's Z-Fest a resounding success. I can tell all of you who weren't there that the event ran very smoothly and that despite 15 minutes of light rainfall, it was a perfect if not sunny day. I am certain that many cars stayed home due to the virtually guaranteed rainfall. We had 84 registered vehicles, one more than last year, with many others coming in later. This great event was made possible by many of the club executives, working behind the scenes and the many volunteers who contributed their time. As well thanks to all of you who braved the meteorological uncertainty and drove out. Thanks too, to Nissan Canada for hosting us and for being so accommodating. I would like to offer a special thanks to Howie Yoshida who used his engineering and project management talents to lend structure to the event and to Terry Weston for providing outstanding event t-shirts at a very reasonable price. All who gave so much and who have gone unnamed due to space considerations, please understand that this event could never have happened without you. To the sponsors who donated the 40 or so door prizes, we also offer a big thank you!

Lastly, I received an e-mail from Nathalie Quesnel of Nissan Canada confirming that they will help us get Mr. Katayama's birthday present and card to him. For those of you who don't know, we are sending him an Inuit sculpture on the club's behalf to celebrate his 100th birthday this coming September 15th. Nathalie and Brian Gracie are working together to make this happen. I have e-mailed Nathalie to thank her for her efforts on behalf of the club. I wish to personally thank all who contributed at Z-Fest to Mr. K's birthday present and to Brian Gracie who thought to honour Mr. K's 100th in the first place and for the work he is doing in order to help make this happen.

To paraphrase Mr. Katayama; I hope you all enjoyed the ride. Due in large part to those who helped and attended, I know that I did.

JP Matte, 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:

Mark Attridge	Steve Crow	Sandy Evers
Robert Ide	Tomas Laszlo	Eric Scarlett
Brett Weston	Mike Zingarelli	

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

What a busy past 2 months, lots of Z-car events as you will get a chance to read about in this issue of Zedline. Despite the less than favourable weather conditions this summer, events have been ongoing. I even had to set aside coverage, of the July weekend road tour that Eric Zondervan hosted and a bunch of other features that were sent in, until the next newsletter. There was no more room!

Returning this month after a long absence is Project Datsun 240Z, the race car being custom built by Philip Amshad, hopefully it will be on the track soon.

Our Z-Fest coverage inside features a full colour centre page spread of the class winners for your viewing pleasure. Many thanks to Nissan Canada for hosting the event this year, it was a great venue.

Looking ahead, elections are coming up for the 2010 Executive Committee. There are vacancies to be filled so here is your early reminder to consider helping out by submitting your name for a position.

Howie Yoshida, Zedline Editor

Always asking, Always looking, Send me your stuff!

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



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Barbara & Malcolm Haylock, Gail Warren, Philip Amshad, 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"

THE ALL JAPANESE CLASSIC CAR SHOW, ROCHESTER NY, Jul 17 – 19

by Pete Radoja

I have been waiting for this show since Terry Weston and Brian Gracie mentioned it to me several months ago. The whole concept of having a variety of Japanese cars present intrigued me. On Friday July 17th, Sue and I packed our stuff and jumped into our Zed and met Sandra and Terry Weston in Hamilton. As I was driving I noticed that the skies were dark and threatening to pour rain upon my recently polished 300ZX. This confirmed to me that weather forecasters must actually toss a coin for their predictions because they initially predicted sunshine until 8:00 pm. I think that they have been wrong all spring and summer (what spring? what summer?).

As we pulled into Terry's place I caught him getting into his 350Z carrying a new fangled sound system. He confided that it was a portable radio taking the place of his amazing car sound system which had crashed on him.

We took the QEW towards the rainbow bridge where I selected the slowest customs inspection line ever. It was painfully slow and after speaking with the officer I understood why.

"What is the purpose of your visit?"

I replied "To attend the All Japanese Classic Car Show"

He repeated in disbelief "The All Japanese Classic Car Show?"

Yes, I said, "The All Japanese Classic Car Show"

You're kidding, "The All Japanese Classic Car Show?"

Yes, "The All Japanese Classic Car Show" I am driving a 1985 Nissan 300ZX – a Japanese Car.

After a few more minutes of the knuckle head trying to digest the reason for my visit, he let us through.

The skies then dropped buckets of rain confirming to me that weather forecasters must guess on their predictions.

We arrived at our hotel in reasonable time, cleaned up and headed out to John Taddonio's home. John is the sheriff of the county in the area and has an amazing garage with 3 Zeds in it – a beautiful mustard yellow rebuilt 240Z, a red

300ZX, and a copper 350Z. The Rochester Club showed up in full force and were excellent hosts encouraging us to eat and drink. Brian and Karen were there early, and later Edmarc and Laura showed up with Nigel and Natalie. After dinner, drinks and lots of car talk, we returned to the hotel and continued the party in my room much to Terry's regrets the next day.

The sun finally came out the next morning which made the day a tremendous success. There were many different cars in the GMC parking lot but the majority were Zeds. Some of the modifications on these Japanese cars were outrageous – amazing paint jobs, smoke machines inside the car, mega watts of sound, hydraulic lifters etc. License plates were from all over – Maryland, New Hampshire, and Vermont to list a few locations.



Terry's car won best interior of the show, Brian's car won best Zed car in show, Brett's car (Terry and Sandra's son) placed second for his paint job in the Nissan Z32 class, and Brett's friend Dan placed second in the Subaru class.



Sue and I had to leave part way through the show because we had promised to visit my cousins in Ithaca during this trip. We drove along Cayuga Lake which is a very long fin-





ger lake- about a one hour drive. The views along all the Finger Lakes are very scenic. Once we reached Ithica we took a detour to the Cornell University campus for a quick drive through. I was most impressed with the beauty of the campus which was nestled on the side of a mountain overlooking the lake. It also had two waterfalls inside the grounds creating a very picturesque setting.

We spent some time at my cousin's and were greeted with typical European hospitality. They were thrilled that we made the effort to visit even though we were busy and couldn't stay long. The food and drinks flowed and delayed our escape back to the activities. I think I gained a few pounds on this Zed trip as I have at all Zed events .

We made our way back to Rochester and found that the rest of the gang was still out for dinner. Beverly from the Rochester Club recommended a good Asian fusion place down the road near our hotel so we dropped in. They had a cool jazz band playing and the food was incredibly spicy but good - we only had small samplers because we didn't have much room after our family visit.

We returned to our hotel, saw all the Zeds in the parking lot and went looking for the party room – they were all in bed probably exhausted from the previous night's social evening. I wanted to wake them all up and continue the party.

The next day the whole group looking very rested and smiling met at a Dunkin Donuts. A new addition to the group showed up – a 240Z all the way from Texas.



We followed John Taddonio on a short drive to a secret location – a large metal warehouse in a manufacturing area near our hotel. The doors were open displaying a breathtaking view of many restored vintage Bob Sharp and Jim Fitzgerald race cars. The row of red, blue and white cars was most impressive while the shop was every guy's dream. We saw a HLS30-00006, the first Zed to actually leave the factory campaigned as BSR #33 by Bob Sharp & Jim Fitzgerald; a championship 280Z IMSA GTU car, driven by Sam Posey; a Dan Devendorf Electromotive 280Zx; and a Letzinger 280ZX.

After wandering about the shop and cars for several minutes, the owner of the cars, Dr. Allan Robbins showed up in his black Ford GT. Shawn, his mechanic pushed each of the race cars out into the middle of the floor where Dr. Robbins gave an interesting lecture about the specifications, history and victories of each car. Several people commented that the lecture made the show special and personal and gave a better insight about the racing history of the Zed. Edmarc and Nigel had their faces planted deep into the engine bays of each of the cars. They were getting ideas and taking lots of photographs.

Shawn pushed a yellow 240Z out onto the floor and fired it up much to everybody's approval while Laura took lots of photos using her professional looking camera. My wife, whose eyes normally glaze over when guys talk about cars, said that this part of the weekend was the most interesting. Gerry and Sharon Pancott were present driving their 300ZX. Sue and I missed them on the Saturday since we slipped away to Ithica. I had a chance to talk with Gerry about some ideas for future club events – stay tuned.

We left the top secret barn on a spirited drive along Lake Ontario's beautiful south shore. It was comforting to be following the local sheriff while driving at high speeds. The road was full of turns, dips and rises which required concentration. Sue enjoyed looking at the monster homes along the lakeshore while I focused on the road ahead. We stopped at a cute restaurant along a small inland bay where we had lunch and later said our good-byes.

Brian, Karen Sue and I then turned south towards a small town called Canadaigua to continue our vacation. Brian and Karen had found a beautiful hotel at the top of Canadaigua Lake that they wanted to share with us. The hotel was exactly how Brian had described it – classy hotel, marina, lake view and a hopping bar even on a Sunday night. We went into the nearby town where Sue and Karen did some shopping at the street sale while we took in some summer music in the park. We had dinner and then had a few drinks along the lake while watching the boats return to the harbour as the evening sky set in. It was a perfect day!

Next year the Rochester Club hopes to repeat this event and also have Bob Sharp present to talk about his racing experiences. I highly recommend this event to our club members. The Rochester folks are wonderful people and love having our club come and visit. Also if you have time, take a car cruise around one of the Finger Lakes and enjoy the scenery and wineries. You won't be disappointed!

THE CALABOGIE BOOGIE TOUR of 2009, Jun 27-28

with contributions from.....

Bert Kallio

Or as I call it, the 1000 kms of Numb Bum thanks to Erle and Wes. How could they keep 20 people amused and amazed for 2 days without arguments and bloodshed? And how could they possibly be able to keep us on route the whole time?

The good news is we all lived to tell the tale but years from now when we tell our grandchildren how we survived the Z Car Club tour, the corners will have become hairpins and the hills so steep we were airborne like mad Finnish rally drivers.

Food and beverages, good company, lots of driving and even laps on a racetrack, how much better does it get for a car enthusiast? Even the weather cooperated so Wes and Erle didn't have to invoke special powers to keep things dry. Great scenery, wildlife (I think only one chipmunk was killed in the making of this tour), even a ghost town, well, more like a ghost hamlet, a cave and even a damn big dam, were the order of the day.

Barbara & Malcolm Haylock

Enjoyed time and meeting new faces very much. Took Malcolm and I back to our youth when we used to do some rallying – good combination of skills (his driving and mine navigating). One stretch of road wasn't what I envisioned as the "Eat My Dust" big moment of the weekend but hey, surprises happen -- deer, turtle, chipmunks, gravel, et al.

For me, that was my first time on a racetrack at any sort of speed (There was once in the '70s at Mosport when cars could actually drive the course after the races ended for the day). I'm suffering a little whiplash and sore joints. Hard to hold on and shoot a camera, took over 950 pics, at the same time.

Over the 2 days we travelled over 1,100 kms through some fabulous country and with unbelievable weather. We had 10 cars and 19 people. At Calabogie Motorsports park, Bill the Audi lapping event organizer and driver of the Red Radical took the OZC tour



group on a 3-lap lapping session of the long track (3 miles). On parts we were literally flying -- up to 110 kph on some real twisties! The pics were taken by Barbara sitting on a cushion, strapped in and hanging on!!! while I pitched the Mazda around the track! I was able to eat up Erle's Green Monster, of course on the 2 long straights the twin turbos would pull me! The Zeds couldn't believe how fast my old 4 banger Mazda was. On the fast twisties, I was able to keep right on the lead Zed's every time.

Wes Hore

The entire weekend just seemed to flow so nicely. No breakdowns, drama or losing cars. Weather was great for the best part of the days. An evening moth storm and some showers home west of Kingston.

A few of the highlights for me,



Day1- The meals at Swiss Inn, Tora Tora the walkie talkies are dirty, visiting the ghost town, the Bonnechere cave experience, a nice escape from the heat, Cookies! All of the many unforgettable views & the treacherous evening drive back to the Inn. Capping off the evening with some drinks and thoughts of the day.



Day2- The windy roads with countless curves, lakes and hills. Almost colliding with a big deer, seeing everyone's happy faces at the Black Donald dam, following a Radical Pace car around the track. Thanks to all who participated in making this a very memorable event for us all.

A Friend

All in all it was a great experience and the pleasant memories will linger long after the bruising on my butt has faded away.

Gail Warren

The Swiss Inn, the food was amazing and all homemade. Stopped at an old mill that dated back to 1921, saw a lot of wild life, a blue Heron, a snapping turtle, a muskrat and a lot of weird creatures in fancy cars! On to Bonnechere Caves for a tour, back on the road towards Bancroft via very twisty roads and gorgeous countryside. We stopped for dinner at Vito's Pizzeria in Bancroft for another great meal with great company. Bet we all gained 5 pounds with all the food we consumed. After dinner it was back to the Swiss Inn. The road seemed even better at night, with all the ups and downs, twists and turns.



SUMMER DRAG EVENT #1 at ST. THOMAS SPEEDWAY

by Jim Maw

This year's first event was in July due to various event conflicts. We lucked out though and got a sunny day, ideal for racing.

The day attracted a large and diverse field of competitors, with 350Zs being well represented for a change. Also well represented were SR20DET 4 cylinder powered cars, Adam Kube's 94 Sentra, Tyler Andrew with his JDM Pulsar AWD, Andy Boodoo's 73 240Z 4 banger and Steve Ramsumar's outrageous 92 Sentra daily driver. Check out the ETs for these guys!

Dave Kaskie's twin turbo 350Z roadster lead the 350 crowd with a blistering traction limited 12.6 ET. Steve Novak brought his new 370Z and after some trial and error posted a 13.20 ET which he says as of July 4 was a new record low ET for a stock 370Z. The

Z31 and Z32 entrants were not as numerous as previous events but the three that showed up performed very well, thanks to the Scarletts and Mark Attridge.

This event was one of the best attended drag strip excursions in my memory. I think the car show portion of the day brought people out who would not usually come. We had 20 people racing and another 15-20 showing cars and spectating, an excellent turn out. As well as the usual faithful suspects, there were numerous new faces in attendance.

After the days excitement we retreated to G.T.s on the Beach in Port Stanley for dinner. It was a very satisfying day for all, nobody broke, and some ingenious cars performed admirably.

Z you on Sept 19 for the #2 Drag 'N Shine, trophies, and lots more!

EVENT #1 RESULTS

Member	Class/Car	Low E.T.	Event #1 Points
Werner Stoss	240-260-280Z N.A.	16.10	3
Manolo Deleon	240-260-280Z N.A.	14.35	4
Andy Boodoo	240-260-280Z Pressurized	12.48	4
Nigel White	240-260-280Z Pressurized	13.40	3
Tina & Kevin Hague	280ZX N.A.	16.60	4
Nil	280ZX Pressurized		
Eric Scarlett	300ZX Z31 N.A.	16.75	4
Nil	300ZX Z31 Pressurized		
Brian Scarlett	300ZX Z32 N.A.	16.05	4
Mark Attridge	300ZX Z32 Pressurized	13.69	4
Joe Mesic	350Z N.A.	14.16	Non Member
Fil Pereira	350Z N.A.	14.06	4
Ali Dost Mohammed	350Z N.A.	14.40	3
Dave Kaskie	350Z Pressurized	12.69	4
Steve Novack	370Z N.A.	13.20	4
NIL	370Z Pressurized		
Steve Ramsumar 92 Sentra SR20 DET	Non-Z Pressurized	12.54	4 Non Member
Tyler Andrew 91 Pulsar SR20 DET	Non-Z Pressurized	14.30	Non Member
Adam Kube 94 Sentra SR20 DET	Non-Z Pressurized	14.70	Non Member
Edward Burkhart 55 Pontiac	Non Nissan/Datsun	17.45	4
Joe Andrade 06 Pontiac Solstice	Non Nissan/Datsun	15.56	Non Member

Bracket Race Eliminator Finals

Car	Owner	Points
280ZX	Kevin Hague #1	4
240Z	Nigel White #2	3
280Z	Werner Stoss #3	2

Z-FEST 2009 - A RETURN TO NISSAN CANADA

by Howie Yoshida

With a big boost from Rick Scott this year, Z-Fest returned to Nissan Canada's warehouse & parts distribution facility, in Brampton. Thanks to the efforts of Nathalie Quesnel, Events & Sponsorship Manager at Nissan Canada, Z-Fest was able to show case a GTR, 370Z Coupe, 370Z Roadster and the Cube, for good measure. The cars were quite a hit and everyone got to sit inside them as they were unlocked. Not to worry as they were under the watchful eye of Tim Brown, Manager, Parts Distribution Centre, who came in on his day off to act as our host for the day. Thanks Tim for all your help in making sure the event ran smoothly, it was very appreciated.

Set up started early around 7:30 am or so. It was a lot easier as the warehouse facility had a lot to offer. Parking for the car show took place in the lower level parking lot with registration & club tables on the upper level in front of the building entrance. Thanks to Terry Weston, who arranged for our food vendor and the ice cream truck, no one had to leave on an empty stomach. The event could not happen without all the volunteers and to all of them we extend a big thank you too.

There was no raffle this time around but we did give away a good number of door prizes, thanks to our generous sponsors. Vince Santoro did a great job selling the 50/50 tickets. Sales were almost \$700 with the cash prize of \$350 going to Mark Attridge.

A contingent of Zeds from the Z-Car Club of Rochester, led by their Prez, John Taddonio made the trip up, despite the weather forecast and having to drive through a good down-pour. They took home their share of the hardware too. Thanks to ZCCR for the continuing support of our event.

Again, registration this year was free for OZC members and we out numbered the non-members this time. There were 84 entrants for the car show, up by 1 from last year. Numbers were as follows: 15 - 240Zs; 2 - 260Zs; 9 - 280Zs; 12 - 280ZXs; 7 - Z31s; 14 - Z32s; 12 - 350Zs; 2 - 370Zs; 11 - Non Zeds.

We acknowledge and extend our sincere thanks to the following sponsors that supported Z-Fest:

- Absolute Motor Specialties
- Nissan Canada
- Brantford Nissan
- Whitehead Performance
- Zeetoyz
- Steve's Tire

Voting was simplified this year by dividing the number of categories you would have to vote for in half. The car model that you registered for the car show dictated your type of ballot. You voted for 240Zs up to the 280ZXs or the other ballot covered 300ZXs up to 350Zs. Unexpectedly, we had three 370Zs show up, including two from ZCCR. They had to be included with the 350Zs, sorry about that. We will have plaques made for that category next year. Voting was brisk with 80% of the ballots returned. Everyone registered for the car show received a ballot and they voted for the cars of their choosing. There was no formal judging. Tabulation started at 1:00 pm with the award winners being announced at 2:30, ahead of schedule. There were ties in 3 of the categories so additional award plaques were going to be made up.

2009 Z-Fest Voting Results

CLASS	FIRST PLACE	HONOURABLE MENTION
240Z Stock	Steve Jonjev	Wilfrid Peters
240Z Modified (tie)	Edward Burkhart	Laverne Burkhart
260Z All Models	Paul Simpson	Tom Ferguson
280Z Stock	Brian Gracie	Mike Krenzer
280Z Modified	Howard Brodsky	Jason Anaka
280ZX Stock	David Buttle	Bob Chwalyk
280ZX Modified	Tony Mather	Kirk Towner
300ZX - Z31 Stock	Howard Martin	Jim Maw
300ZX - Z31 Modified	Edmarc Arendoque	Chuck Gould
300ZX - Z32 Stock	Frank McGinley	Bogdan Kurek
300ZX - Z32 Modified	Mike Podrebarac	Erle Strauss
350Z Stock (tie)	John Taddonio	Marta Kurek-Brady
350Z Modified	Mike Yendzeski	David Kaskie
Non -Z All Models	Ken Tomihiro	Brian Reynolds
The People's Choice (tie)	Howard Brodsky	David Kaskie



Z-FEST 2009 - A RETURN TO NISSAN CANADA

After the awards, pictures of most of the car show winners & their rides were taken by Jason Okolisan who volunteered to take the pictures for Z-fest. Jason works for the Mississauga Times as a photographer and graphic designer and has been a fantastic help in both of these areas, at the events and for the Zedline advertisers.

Z-Fest photos by Jason Okolisan

and the WINNERS are.....



240Z Modified - (tie) Edward & Laverne Burkhart



240Z Stock - Steve Jonjev



260Z - Paul Simpson



280Z Stock - Brian Gracie



280ZX Stock - David Buttle



300ZX-Z31 Stock - Howard Martin



300ZX-Z31 Modified - Edmarc Arendoque



300ZX-Z32 Stock - Frank McGinley



300ZX-Z32 Modified - Mike Podrebarac



Non-Z 1964 NL320 - Ken Tomihiro



350Z Stock - (tie) John Taddonio & Marta Kurek-Brady



350Z Modified - Mike Yendzeski



The People's Choice - (tie) David Kaskie

**Missing Winners - Howard Brodsky 280Z Modified & (tie) The People's Choice
- Tony Mather 280ZX Modified**

PROJECT DATSUN 240Z - PART 21 - KNUCKLE BUSTER!

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 three 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

The design aspects of the front suspension in any modern Race Car, or road car for that matter are an unending evaluation in engineering analysis. Each component in the front suspension must be assessed for its strength vs. weight and the number of cycles/oscillations before component failure. While most parts of a Race Car have a pre-determined replacement interval, I have engineered these as a life time component.

Knuckles, uprights and spindles are just a few names given to part fabricated in this month's build. In theory, they are very simple. Retain the wheel and tire. Provide a mounting point for the hub, bearings, rotor and caliper, and maintain a pre-determined geometry regardless of suspension movement or tire load. All of these factors are related, so each element must be optimized on its own merits as well as to how it fits into the system. Before I go any farther, it should be understood that there are no absolutes! Every design decision is a compromise based on several factors.

To start our design, we must first know where the front tires are located. Wheel offset and rolling radius are the next factors to establish. Now it is time to choose the type of steering that will be installed. This is a critical key component that must be determined before any theoretical geometry can be evaluated. As mentioned in previous issues of Project Datsun 240Z, this car will be designed around using a 10" wide Hoosier bias ply slick, mounted on a 15" rim featuring a "0" offset. This vehicle will also retain a "front steer" steering rack which will keep the layout simple.

Bump steer will be corrected (as close to "0" as possible) by shims mounted under the rack housing and Ackerman will be adjusted by slotted holes in the billet steering arms.



As with the rear axle our front hubs are from Speedway Engineering and feature ARP wheel studs. The hubs are made from 7075 billet aluminum while the rotor adapters are a more ductile 6061. Brakes rotors are 1.25" X 11.75" light weight forgings from Brembo, and the calipers are 4-pot Differential Bore rear mount units from Wilwood. Rear mount calipers were chosen to keep the weight within the wheelbase of the car, and the Differential Bore will help with uneven pad wear. To keep costs down, parts were



sourced from a host of different companies with the intention of capitalizing on their R & D and then removing and interchanging components to allow the parts to function as intended, but with the geometry I have worked out.



The first task was to remove the old "Wide-5" spindle pin and replace it with a "tool steel" Mustang/Pinto style pin from Speedway Engineering. This would require machining off the welded pin, finding its centre line and then using a boring bar to enlarge the bore for a 0.002" press fit on the new pin. The new pin was then machined for length and pressed into the knuckle before being TIG welded. Having a press fit on the new pin allowed the assembly to be completely mocked-up. This would verify rotor alignment and confirm that there was sufficient King Pin Inclination to achieve as close to a "0" Scrub Radius as possible. A "0" Scrub Radius was chosen very early in the design phase of this project because a manual (non-power) steering rack was required to keep the weight of the car to a minimum. The associated power steering pump would also add a parasitic draw on engine horse power. Typically King Pin Inclination is somewhere between 5 and 10 degrees which can be verified by drawing a line through both upper and lower ball joints and extending it to where it intersects the "ground plane". Scrub Radius is plotted by drawing a vertical line through the tire at the hub flange and extending it down to the ground plane. The distance between the KPI line and the centre line of the hub flange is your Scrub Radius. While high KPI can assist in centering the steering, too much tends to allow the wheel to flop from side to side causing the tire contact patch to run up on its edge as the tire is turned.

With the uprights now finished calculation can be finalized for the front suspension. Control arm length and the brackets that retain them will be the focus of the next installment of Project 240Z. So until then keep your car and yourself safe and we'll see you at the track.



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EVENTS!!! — 2009 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!!!**

September 19 - Drag Day #2 at St. Thomas Speedway, dinner, trophies. Contact Jim Maw (alfa@golden.net)

September 20 - OMSC Lapping Day at Mosport DDT. Contact Bill Husar, 905-427-6564 or (ajaxzcars@hotmail.com)

September 20 - Swiss Inn/Calabogie Boogie Adventure Cruise. Contact Erle Strauss (estrauss3@rogers.com) or Wes Hore (smurfzed32@hotmail.com)

September 28 - October 2, ZCCA International Z Car Convention, San Antonio, Texas (www.zcon09.com)

September 30 - October 4, Nissan Shift Into Gear Experience, test drive the Nissan lineup at Ontario Place.
Contact Howie Yoshida, 905-625-6621 or (howieyoshida@rogers.com)

October 7 - Eastern Chapter Meeting at Route 66

October 14 - Western Chapter Meeting at Alaskan Fish & Chips, London

October 17 - Tour of the North. Contact Erle Strauss (estrauss3@rogers.com) or Wes Hore (smurfzed32@hotmail.com)

November 4 - Eastern Chapter Meeting at Route 66, main event, elections for 2010 Executive Committee

November 11 - Western Chapter Meeting at Ernie's Roadhouse, Cambridge, elections for 2010 Executive Committee

November ?? - Year end social dinner, TBA

December 2 - Eastern Chapter Meeting at Route 66

December 9 - Western Chapter Meeting at Alaskan Fish & Chips, London

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MONTHLY MEETING MINUTES — COME ON OUT & JOIN US

Ontario Z-Car Eastern Meeting Minutes

Wednesday July 1, 2009, 7:30 pm

OZC Executive Present:

JP Matte

Gail Warren

Eric Zondervan

Howie Yoshida

President

Treasurer

Webmaster

Editor

The regularly scheduled Eastern Chapter meeting was held at Route 66 Sports Bar & Grill and was chaired by JP Matte, President. Despite the holiday, there were still 15 members and spouses in attendance. The Wednesday night cruisers were out in the parking lot as usual for the summer and the Zeds joined the line up.

1. Treasurer's Report

Gail reported current account balance was just over \$9700 after the current Zedline bill has been cleared.

2. Website

Eric has set up our account with a new server where we will have unlimited space to post items such as Zedline, photos and articles. Work is still underway by Zak Irvine on the web site build. Motortopia will be abandoned once we are up and running on the new website.

3. Zedline

Howie distributed the third issue, May/June edition to those in attendance. The remainder have been mailed out already. Thanks to Jason Okolisan who designed the Steve's Tire advertisement, we welcomed a new sponsor. The deadline for submissions for the next Zedline is Aug15.

4. 2009 Events

The Calabogie tour was a big success with a 2 day driving total of over 1100 km. Ten cars were on the tour. Wes said that one of the highlights was the unexpected opportunity for the tour group to run 3 parade laps around the Calabogie race track. The stay at the Swiss Inn was quite enjoyable too. As a token of their appreciation the tour group wishes to present a small plaque to the staff. It would be paid for by the group with no cost to the club. They wanted permission to put the club logo on the gift. There was no objection by any of the Excom present.

A discussion ensued about the excessive speeds run on some of the roads during the tour and what the implications would be if an accident happened. JP stated that the club position was that speeds are to stay within the legal limit.

The next road tour will be the weekend of July 25/26, overnight accommodations are being offered up by Eric Zondervan, at his cottage. It will take place through Bala & the Huntsville area, maybe a stop at Casino Rama too.

The drag event is this Saturday, July 4 at St. Thomas Dragway, featuring a Show n' Shine too. Dinner will be organized for the group down at the beach.

5. Z-Fest

JP said that the Excom had met and a lot of the planning has been done. He requested volunteers to help during the event and circulated a sign-up sheet.

6. 50/50 Draw

Bobby conducted the 50/50 draw. The cash prize of \$31 was won by Jason Okolisan. Additional prizes of car care products and tools were taken home by Bill, Eric, Tom & Bogdan.

There was no other business and we adjourned to join the Wed. night car show out in the parking lot.

Minutes recorded by Howie Yoshida.

Ontario Z-Car Eastern Meeting Minutes

Wednesday August 5, 2009, 7:30 pm

OZC Executive Present:

JP Matte

Gail Warren

Terry Weston

Howie Yoshida

President

Treasurer

Merchandise

Editor

The regularly scheduled Eastern Chapter meeting was held at Route 66 Sports Bar & Grill and was chaired by Howie Yoshida, Newsletter Editor as JP had to leave early due to another commitment. There were 25 members, spouses and family in attendance. The Wednesday night Rouge Valley Cruisers were out in the parking lot as usual for the summer and there were about 12 Zeds in the line up.

We welcomed Terry and his son Brett who joined us from the Western Chapter. We were also joined by Enrique Preza and his family who just arrived in their newly acquired 1969 Datsun 510, brought in all the way from New Hampshire. The radiator had sprung a small leak and they hoped to make it home later.

1. Treasurer's Report

Gail reported current account balance would be just over \$9000 after a few Z-Fest bills were paid.

2. Past Events

Drag Meet at St. Thomas Speedway - Nigel was there and reported that there were a good number of Zeds out that day. Steve was there with his new 370Z. A Show n' Shine also took place.

ZCCR All Japanese Car Show - Terry reported that about 7 or so members made the event with ZCCR. They had a great time especially highlighted by a special visit to see the vintage Z car collection of Dr. Allan Robbins.

Tour of the North #3 - Wes mentioned the week end event was hosted by Eric and Jane Zondervan. Even though it rained, it didn't put a damper on a great event.

MONTHLY MEETING MINUTES — COME ON OUT & JOIN US

3. Zedline

Howie mentioned that the next Zedline would be published at the end of August, featuring coverage of Z-Fest. All the July events would be included too as people attending had submitted photos and brief write ups.

4. 2009 Events

Z-Fest was coming up within a couple of weeks. Plans were moving along quite well. Volunteers for various areas were being solicited to work either a morning or an afternoon shift. Contact JP to volunteer. This year will be the 100th birthday of Mr. K and the club has purchased a gift to honour him. A birthday card will be at Z-Fest for members to sign on and make a contribution to the gift if they would like.

The fall joint East-West meeting on September 2 will be held once again at Montana's in Milton.

September 19 is the second drag meet where the trophies will be awarded.

Bert Kallio mentioned he was working on an event planned for October at Toronto Motorsport Park which would include time on the drag strip and the track. Details will follow once confirmed.

5. Other

JP had been contacted by someone who had a 1972 240Z for sale, in good shape. He has the details if anyone was interested.

The tour group presented Enrique Preza with a small token gift in appreciation of attending the Halton-Elora tour with his 140Y and his entire family. It was great to have all of them there at the meeting to accept it. Similar appreciation gestures will be extended to the staff at the Swiss Inn for the Calabogie tour and to Eric and his wife Jane for the recent weekend tour.

There was no other business and we adjourned to join the Wed. night car show out in the parking lot.

Minutes recorded by Howie Yoshida.

Ontario Z-Car Western Meeting

Thursday August 13, 2009

The meeting was held at The Plunkett Estate Classic Car Show in London. The estate includes a 9 hole golf course attached to the back of the property and a private museum of expensive vintage Cadillacs.



Louie Polito & son



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

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