

JANUARY/FEBRUARY 2006

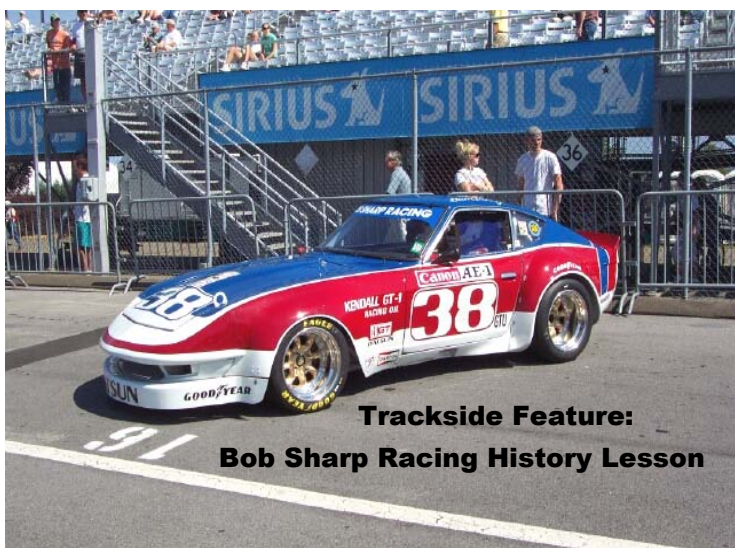
Bi-Monthly Publication

ZEDLINE



ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993

Tech Day at Whitehead Performance



**Trackside Feature:
Bob Sharp Racing History Lesson**



**Scott Taras:
Zedless in Ontario**

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

Prez Sez

Well I must say it has been an easy transition so far, thanks to Nigel, Quentin, Bill and Manolo for their help in passing the baton so to speak. That being said, I will be asking for HELP what did you say your number was?

The newly formed Executive Committee has given itself a mandate to achieve certain goals for the club this year. This can not be done if the members don't step up and help us as you all know, you are only as strong as the supporting cast around you.

Two of the newest members have taken up the challenge to step up. Erie Strauss and Tom Dickson have come forward and focused on the tasks at hand. I am sure they will be excellent additions to the club executive.

Michael Lambert and Pete Radoja have continued to be the movers and shakers for the Western Chapter and if not for them pushing forward, we definitely would be a weaker club today. Edward Burkhart is continuing his commitment to the dual role as the Membership / Webmaster Director and he is also helping out Howie Yoshida with the newly revamped ZEDLINE.

We have decided to run simpler events this year, hoping to get more of the club members involved in these activities. We have already had a technical day hosted by Greg Whitehead of Whitehead Performance. It was very successful as over 40 people attended the event, please make sure to thank Greg for his continued support of the club.

The club is asking for members to e-mail us about regional swap meets, car shows, anything that you would be interested in going to or you can use the chat forum to help in coordinating these events (www.zcarchat.com/forum). We are also organizing some wine runs, the first one is scheduled for June in the Niagara area, with the help of Steve Karniej. You can look forward to a couple of joint East - West club meetings this year, one of these meetings hopefully will be at Legendary Motorsports in Milton.

Drag events have been scheduled at St. Thomas Dragway again this year, with BBQ's to be held after the day's racing. For track days, we are looking at joining other clubs to offset the big outlay for the track rental cost until we get a handle on expenses. If anybody would like to help out in

coordinating a track event please contact me.

The club is looking forward to holding 2 golf tournaments, one in the East and one in the West, dates to be announced. Z-Fest will be on August 26th this year but not at Appleby College, so we are looking at 2 alternative spots, more to follow.

The merchandise form will be revised to reflect the items that will be available to buy as I have found a supplier that will let me order 1 or 2 items at a time but each order must be placed before the end of the month and sent to me please.

The big ZCCA convention is being held in Texas this year; I have booked my spot so if anybody is interested in driving down, please let me know.

This is going to be a learning year for me so if you have any ideas or suggestions to improve the club, please call or e-mail me.

Terry Weston

OZC President

905-388-5041

taw@mountaincable.net

WELCOME NEW MEMBERS!

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

- Todd Grandbois

As well, we would like to extend a personal invitation to our old members to re-join the club and be part of the largest and most exciting Z-Club in Canada!



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CASC Affiliated

From The Driver's Seat

It's a New Year. We have a new Executive Committee. Lo & behold, we have a new look to Zedline! You've been previously warned so don't be disappointed. We no longer have in-house OZC professional graphic design, layout and printing services. What you have is, me, a newbie to this desktop publishing process. With the addition of the requisite software to my PC, some much needed and appreciated help from my sister-in-law, Marie B. to get me started on the first issue, here you go.

Thank you to all the contributors for your articles. Content this month is not a problem. We have 24 pages, hard to believe and in the winter time to boot. Things may not look the same but if you look hard enough, you will find all the usual features. As the learning curve continues, I expect that the look of future editions will improve too. I am going to see Manolo and bend his arm for the digital files I need. The quality is not there at the moment for the graphics and the advertisements but that's the goal for the next edition. Picture quality is another issue, that could take some doing so bear with me.

Enjoy the reading and let me know what you think of the look. Did I hear colour? Maybe we wait for now to keep our costs down. **The deadline for submissions for the next Zedline is April 23 so don't forget about it!**

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



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Inside this issue, we thank the following contributors

Terry Weston, Michael Lambert, Tom Dickson, Scott Taras,
Diane Dale, Louie Polito, Philip Amshad, Pete Radoja,
Laverne Burkhart, Marie Baba, 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"

GREETINGS from your EASTERN VP—Tom Dickson

So now we are just into the start of a new year and I find myself in the role of Eastern Vice President of the club. Erle Strauss, who joined OZC in the middle of 2005 is our new treasurer and along with some longer time members, we have come together to form the 2006 OZC Executive Committee. The upcoming year sure looks promising, we are planning some new events, a membership drive and asking for increased participation by the members.

The first Executive meeting held on January 21 brought forth a new idea to promote the club through a 'SPOTTED' card. This business type card can be used by any member that sees a Zed somewhere, you simply place the card under a wiper. The card gives the Web site as a source for more info on the club. Earl our Treasurer grabbed the bull by the horns so to speak and completed a design concept and sent it to the rest of us by the following Wednesday. Check the Web site to download a copy and keep lots on hand to do your Zed "spotting" as this will make non-members aware that Ontario Z-Car exists and we are around. The card can be handed to the driver as an introduction to a conversation about their Zed.

The idea for a cross country car rally was put forth and looks like it would be a fun event that I will try to head up and organize; therefore, I am asking for volunteers. Anyone who has taken part or organized one of these, I would appreciate your thoughts and ideas for a location, routes etc., please e-mail me.

The drag days have been set up and Z Fest is awaiting confirmation of a date and a new venue since Appleby College is no longer booking any car events on their campus. We will need volunteers to assist this event too where ever we hold it. The Z club of Rochester has approached us about attending and eagerly awaits the date announcement to put in their Event Calendar.

An excellent way to promote the club and assist a worthwhile cause takes place in October. The Children's Wish Foundation gives children rides around Mosport in sports cars and race cars and takes applications from experienced drivers to provide their cars and time to provide these rides. So mark your calendar for the 3rd weekend in October and plan to attend. Further info will be provided in a future newsletter.

The news letter now headed up by Howie needs your help by providing articles of interest and the profile of your Z as requested in the past December issue. Get it in if you haven't done so yet. If anyone has tips for doing any repairs or parts replacement, please send them to me for a new column called, what else, "TIPS". It will appear in upcoming issues if enough people send me helpful hints to organize and then pass on to Howie.

I look forward to helping the club grow, achieve improved levels of participation and seeing more people out to the Eastern meetings now being held on the FIRST WEDNESDAY of each month. I would like to meet the members that I haven't had the pleasure of meeting over the past year so come out to the next meeting.

My congratulations to the past members of the club Executive for their efforts and I invite all members to contribute in any way they can to the operation and enjoyment of our club.

Zed's Rule. Build them, drive them, enjoy them!!

Tom Dickson
Eastern Chapter Vice President

2006, It's Going to be Great! Your WESTERN VP—Michael Lambert

During the last couple of months, the Western Chapter has been putting quite a bit of effort into planning for the New Year. I think we are being successful filling up the calendar with a selection of events that will appeal to the membership.

We have drag events, a swap meet, show and shines, afternoon tours, tech sessions, member presentations and opportunities to socialize. We even started a "Ladies Night Out" event every second month in London where our "significant others" are getting together for social events. No matter why you drive a Z, I feel confident that this club will meet your needs.

The thing is, you do not have to be on the Executive Committee to plan or coordinate an event. When it comes right down to it, we are all special event directors. If you have an idea that you think fellow OZC members would enjoy, put it together. It does not have to be a big deal. Pick a date that will fit, that does not overlap with other events and check it out with someone on the club Executive. Then you can pick a place people can meet and go from there. If you have never planned something like this before, come on out to a meeting and I am sure you will get plenty of advice and assistance.

This club is great because it has great members. There is more than a decade of enthusiastic owners like you that have planned events, ran meetings and hosted gatherings of all sorts. The result: one of the largest, most active Z-Car owners groups on the continent.

This season, don't sit on the sidelines, get out, get involved, you ain't seen nothin' yet!

Michael Lambert
Western Chapter Vice President

TECHNICAL DAY AT WHITEHEAD PERFORMANCE

By Howie Yoshida

PART 1 - The Event

Well, the honour of hosting the first OZC event of 2006 goes to Whitehead Performance. On Saturday January 28, a whole bunch of OZC members, Zed owners and enthusiasts showed up at Whitehead Performance to learn from and admire the work of the Zed Master, a.k.a. Greg Whitehead.

It was a technical day at Greg's service centre, an opportunity to see first hand what type of race cars and projects that he and his staff are working on. Our new club president, Terry Weston, welcomed everyone and also introduced the newest members of the Executive Committee in attendance. Greg then proceeded to take those interested around to the various cars on display to describe what modifications were being done to them and some of the problems being encountered. One of our members, who shall remain nameless to hide what's under his hood, was swapping out his engine for one from a Skyline GTR and all that extra horsepower! Suspension modifications were also underway on another Zed to improve its handling performance for track and autocross events, read on to Part 2. Another one of Greg's staff, Mike Hansen was on hand. Mike took some people over to the work bench area to describe the work being done on some of the engine blocks and heads. Broken up



Our host Greg Whitehead (left) & Eastern VP Tom Dickson (right)

engine rods were on display to relate how much damage can occur when certain parts fail. There was even a video playing from a Watkins Glen race that Greg was driving in, in Diane Dale's race car when something unfortunate occurred, enough said. Never at a loss to talk about Zeds, Greg was answering lots of questions posed to him by members, some of whom came with their own laundry lists.

Even though it was in January, the event could have taken place outside, the weather was fantastic and temperatures were well above normal, it

was like a spring day. We must have had over 50 people coming and going during the day which lasted until mid-afternoon. As with a previous club event held at Greg's, his wife Vicki was also on hand to help out with all the breakfast snacks, drinks and the pizza lunch. Special thanks to Whitehead Performance for providing the hospitality and for putting on a great event.

As usual, we had a 50/50 draw, with thanks to Wes Hore for selling tickets. The winners drawn were able to select from a host of prizes donated by Whitehead Performance.



Engine parts being worked on



Skyline GTR motor being prepared to be transplanted

TECHNICAL DAY AT WHITEHEAD PERFORMANCE

Continued..

PART 2 - Getting Down & Dirty

Like most of you, my Zed was in hibernation for the winter when Greg suggested I bring it in to work on as part of the tech day. In the Spring of 2005, he had previously installed Tokico springs to drop the suspension since I was participating in a few Solo 1 & 2 events. To improve the handling a bit more, I ordered a set of bigger sway bars to replace the stock ones. The kit from Suspension Techniques had recently been shipped and was in Greg's shop. So, on a most unusual dry day in January, making sure there was no

road salt to be seen, with insurance coverage for the day, I drove my car into the shop.

With help from Mike Hansen, he put the car up on the hoist, talked me through the process, pointed out the nuts and bolts to be removed and loosened them off with his air tools so I wouldn't appear to be too big an idiot and not get past the first stage. Actually, with no winter driving and getting the Zed oil sprayed every year, 25 year old nuts and bolts came off rather easily, a good thing. Even though Mike was supervising, I could never have done the work without the assistance of Tom Dickson for sure. Thank you Tom. We swapped out the front and

rear sway bars, installed the bigger and beefier bars complete with new end links and polyurethane bushings. We also replaced the stock beat up rubber bushings on the tension/compression rods with polyurethane bushings as another improvement.

Mike had to step in and provide his expertise and assistance when we were stuck a few times and do some grinding and cutting on the new bushings to make them fit. At the end of the day, the sway bars were installed but not properly set up. The next day, Mike dropped the car, loosened off the end links to make sure the bars weren't preloaded and then tightened everything down to specs. Many thanks too, Mike.

Was it all fun? You better believe it. Did I learn something? Sure did, got a sense of accomplishment too. Must take more pictures so I will remember how things looked, before taking them apart and then trying to figure out how it all goes back together. Another thing, this is a popular upgrade, one lots of you must have done before, based on ALL THE ADVICE and comments I got! Did you remember to..... Did you grease the..... Don't forget to..... What about the..... You're gonna love those..... You're really going to notice the difference with....

Anyway, thanks guys. Can't wait to tear up the track and beat up on some cones!

Howie



Stock sway bar vs Suspension Techniques sway bar, big difference, 66% increase in cross-section area



New polyurethane bushings installed on tension/compression rod



New beefy front sway bar & bushings installed



At least someone was working!

ZEDLESS IN ONTARIO, WINTER BLAHS & GETTING YOUR “Z FIX”

By Scott Taras aka ZR8ED

The weather here in the Toronto GTA has been pretty good the last month or two. I have seen the odd sports car out and about enjoying an afternoon cruise. I go through four stages of an emotional roller coaster when I see one. It makes me laugh at first seeing these salt risk takers driving some very nice cars. They must be crazy to endanger some very sweet looking rolling iron with a nasty substance lying on the roads called salt. Then I begin to think how nice it is to be driving around in my Z with not a care in the world. Then I start to get jealous that these people get to enjoy their cars as mine is locked up till spring. (It is locked up in paid storage and I have no access to it until spring.) Then I justify my situation by thinking that at least my baby is protected from the harshness of our salt ridden winter. This helps me to cope with the Zedless winter blues. But it's still not enough to keep me energized.

To keep my spirits up, my enthusiasm and interest going, I do other things to wait out winter. I go through and read some of my old Zedline issues. (I have many years of issues to read) I also look forward to the latest copy of Sport Z magazine and of course the next issue of the Zedline.

I like to attend our club meetings as well as other club events like the recent tech session/open house at Whitehead Performance. This was a well-attended event. It got me out of the house on a nice day, and got me around a bunch of



other Z nuts and their cars. It was a great event to catch up with people I have not seen in a long while, learn a few things about Z's and Z culture, see some cool projects, and also make some mid-winter deals/swaps. Many thanks to Greg and his team for a great event.

My new line of work doesn't always allow me the ability to attend all the events that I'd like, so I have other ways to ward off the winter blah's. I have been surfing the Internet Z forums for years now, and I

like to lurk and participate at several sites like zcar.com, zdriver.com, and hybridz.org. I see that our own club forum is back online again, so I will begin to post there again.

I like our OZC online forum because it is a local forum for our club's use, and it is a great way to communicate with other OZC members that are not always close by to talk to. I encourage all of our members who are "online" to use this forum. Let us know what you're working on, upcoming Z events, upcoming car events, other club events, heck, let us know you are still alive and well or just hibernating through the winter. It is also a great way to start a "lend a hand" project, an article that I wrote in the October issue of the Zedline.

Trust me, it is a good way to stay active in the Z scene as well as our own club. There are many of us in the club who feel the same way. Winter can take a heavy toll on our Z hobbie's enthusiasm. Out of sight out of mind begins to creep in and next thing you know, your Z sits and sits, we haven't heard from you at a club event, until you show up one day to sell it, and someone like myself or Bill Husar buys your project car! Don't let your enthusiasm diminish too much over winter. I don't need another project car right now!



Ontario Z - Car – Western Chapter History

By Louie Polito

The other day I was having my lunch in front of my computer at work when I looked up our web site. After looking at the Past Events portion for new event pictures & articles, I clicked on History and read, I believe for the first time, our club history. This got me thinking of my first exposure to the club and the Western Chapter.

At that time, I had an 84 300ZX and was a member of the Western Ontario Sports Car Association. This is primarily a competition based club focused on Solo 1 & Auto Slalom events with occasional lapping sessions at local tracks. It was at one of these lapping sessions, in the summer of '95 that I met Rick Higgins & Malclom Haylock. They both lived in London as well and I understood were associated with the early club members from Toronto that founded the Ontario Z-Car Club. They suggested I come to one of their informal meetings, at another club member's shop, to talk about upcoming events. The other member was Greg Stage, who raced a 240Z and had an auto repair shop in which he worked on his race car and other club member cars.

We met in the front office of Greg's shop while in the back area, there sat several early Z cars, customer cars & race cars, in various stages of assembly & repair. Little did I know that this meeting was one of the early meetings of the newly founded Western Chapter. I don't know the exact dates or if any other members were involved in founding this chapter but certainly these members were instrumental. I think it would be appropriate for further research into this part of the club's history, considering the Western Chapter's contribution to the club.

Perhaps some of the club elders could get together and confirm the times, dates & circumstances under which the Western Chapter and the Northern Chapter were established and possibly add it to the club history?

ONTARIO Z-CAR SPRING GOLF TOURNAMENT

Did you miss the inaugural OZC golf tournament last year? Wished you could have made it?

Here is your chance to be there this year.

We are proposing to have a spring golf tournament. We are asking you to let the Event Coordinator know if you are interested so we can plan the event accordingly.

Here are some of the details and the questions we need you to answer by MARCH 17th! Please read & respond quickly.

Date: either Saturday May 20 or 27. Indicate your first and second choice or no preference.

Number of golfers that will be playing? Bring your relatives & friends too.

Beginners are welcome as it would be a best ball format.

Where are you travelling from? This will help decide what course to pick.

Would you like golf only or golf with a dinner included?

Cost for golf including cart would be around \$80, say dinner would be an extra \$40 to \$50, depending whether it is at the golf course or a separate restaurant afterward.

Once we decide on the date, golf course & costs, we will contact all those that said they would be interested in playing and ask for a 50% deposit so we can book the event.

Please answer the questions and send your response BY MARCH 17, 2006 to:

Edmarc Arendoque

Golf Event Coordinator

E-mail: edmarc@idirect.ca

ONTARIO Z - CAR SWAP MEET

Saturday April 22, 2006, 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

Would you like to get rid of and clear out some of the Z-car parts, bits and pieces that are lying around your garage/basement/yard? Or are you looking for that elusive part to finish up your restoration or tuner project? Then, we have just the place for you to come out to. It's the Ontario Z-Car Swap Meet, once again hosted by Whitehead Performance.

We are starting at 10:00 am and going as long as the interest is there. Food and beverages will be provided at a nominal cost. Our 50/50 draw will be held to raise funds for future events too.

If you are bringing parts and would like a display table inside, there will be a fee of \$10.00 per Seller. 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.

Please contact either Greg Whitehead as noted above or Howie Yoshida (e-mail: howieyoshida@rogers.com, phone 905-625-6621) BEFORE April 12 to indicate your attendance and requirements so we can get a handle on the numbers to be accommodated.

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NEW LOCATION!
Map showing location at 134 Rivalda Road, between Weston Rd and Sheppard Ave. W.

Club Member



by Diane Dale

Whatever Happened to the First North American Z Car?

By Diane Dale



The Bob Sharp 240Z at Watkins Glen owned by Dr. Alan Robbins

Maybe you know this story... but it certainly is a good one to be told over and over again. A legend to pass on to our children. For generations and generations of Z-owners to come. Back in late 1969 Nissan shipped three of its new Datsun 240z's (chassis #HLS30-00006, #HLS30-00007 and #HLS30-00008) to tour the North American auto shows. During the tour (oddly enough – at the Toronto Auto Show), one of the show models sat on the roof and dented it. Now... what do you do with a perfectly brand new car that can't be photographed or re-sold to the public? Turn it into a race

car of course!!!

Interesting Fact: The first five Z cars have never been seen. It is assumed that they were destroyed at the factory in testing. So the beloved #00006 is really the first international Z car – not just the first in North America.

Bob Sharp Racing took possession of the car and prepared #33 for SCCA C Production racing in 1970. A second Z car joined BSR (with driver Jim Fitzgerald) late in 1970 (both were branded with the oh-so-notorious red, white and blue BSR paint scheme). #33's first year out was with driver Bob

Sharp and the car became the first 240z to win a SCCA national race. In 1972 and 1973 it won the C Production National Championship. When Jim Fitzgerald left BSR in 1974, he took the original Z car (which had become #38) and continued competing in SCCA C Production until 1979 when he switched to a 280zx. Fitzgerald ran IMSA predominantly when it visited his home track of Road Atlanta and at least one Trans Am race – the last race he ran with #00006 was the last race held at Virginia International Raceway (VIR) before the track was rebuilt – and he won! This original 240z is credited with having won over 250 races before its first retirement. What an accomplishment!

Interesting Fact: the Brock Racing Enterprises (BRE) Racing Team headed by Peter Brock (with Driver John Morton) also raced a Datsun 240z starting in late 1970. However, they had to wait for the regular shipment of Z Cars to the U.S. (the first 20 cars for re-sale shipped in January of 1970), so the BSR team actually got their Datsun first! (Both the BSR and BRE teams qualified for the C Production class at the Runoffs



The E31 block and head prepared by Dave Rebello



Sam Posey was among the legends to drive the BSR cars

with roadsters!)

Now what you may not know about the original chassis #00006 race car is that it was subsequently purchased and brought out of retirement by a passionate Z car enthusiast, Dr. Allan Robbins. Allan is an honored and well-respected Z historian. Today this car can be seen racing in its astounding original-condition-glory at various events around the U.S. – many of which are right in our own U.S. backyard, Watkins Glen. The car's current engine is an E31 block and head (exactly as the original was prepared). Porting and polishing were done by Dave Rebello in California; the compression ratio and cam specs are a carefully guarded secret – adding to the awe and mystery of this car.

Interesting Fact: The first shipload of Z cars to the U.S. are the only ones that had crankshafts with only six full counterweights (others had eight). This caused clutch and flywheel problems during races. BSR had special billet cranks built to overcome this, but #00006 now runs the stock crankshaft with careful balancing and race preparation – and that seems to be quite reliable.

Dr. Allan Robbins, a prominent ophthalmologist who performs laser surgery in Rochester, New York, formed SharpSight Motorsports Inc. in 1992 as his tribute to racing Datsuns. (There's a great picture of his 240z on his professional website www.lasik-rochester.net) At the time he and his friends owned three of the original BSR race cars, so the motorsports name came easily. The SharpSight Motorsports team captured the New York State Road

Racing Championship in G Production and GT-2 in 1995 and 1996 and continues competitive racing to this day.

Interesting Fact: the current SharpSight inventory includes other historical BSR and Electramotive race cars including Bob Sharp's personal 1971 Datsun 240z street car (in red of course). SharpSight is currently restoring the Electramotive 280ZX that won the IMSA GTU championship in 1979 with Don Devendorf. They hope to have it ready for the Japanese Sports Car feature at the Classic Motorsports Walter Mitty Challenge at Road Atlanta at the end of April. (www.hsrrace.com)

Allan's longtime passion with Z cars started in 1970 when the car first came out. He

followed Z cars as a hobby – watching Bob Sharp race, visiting his dealership, following Paul Newman's career and many other aspirations. His documented passion includes a scrap book that any Datsun Z fan would love to get their hands on... pictures, slides, negatives, promotional brochures, race results, racing specifications, tech sheets. I felt simply honored to even get a glimpse, never mind a personal tour.

Allan started the racing portion of his hobby with a 1963 Porsche 356 coupe. After acquiring a truck, trailer and the famed BSR Datsun 240z in 1991, his dreams came true. For the last 14 years he's been racing the Z at the likes of Lime Rock, Sebring, Elkhart Lake and most predominantly Watkins Glen. This year they're preparing one of the Datsun cars for SCCA E Production class and are hoping to be competitive there.

SharpSight's 2006 race schedule starts out strong this year... The HSR Race at Sebring (March 2 – 5), The Mitty at Road Atlanta (April 27 – 30), Watkins Glen Historic Races (June 15 – 18). Be sure to watch for the blur of the red, white and blue.

Chassis #00006 Racing Specs

2400cc inline-6, Carrillo rods, forged pistons, 270 hp

Triple Mikuni 44 carburetors, Nissan Competition manifold

5 speed Direct Drive Nissan Competition gear box

Front disc brakes; rear drum brakes

Hoosier Street TD tires

Original 1973 suspension setup; rack and pinion steering

MacPherson struts and Koni shocks.



A shot of the original 1970 BSR Datsun 240Z

TALE OF A "Z"

By Tom Dickson

Wow! What a car, very nice lines, bright blue, dazzling chrome and a convertible. Hmm, not my Z but the Delta Rossa of John Washington of Phoenix, Arizona. Featured in Kit Car magazine, it was a re-body of a Z that really appealed to me. The hunt was on for a suitable donor car so I searched the internet, after talking to a few fellow car nuts in the automotive aftermarket area.

I found my Z in Toronto at the Cherry St. docks. The owner worked for a company supplying cars for movies shooting in the Toronto area and he didn't have time to do anything more with the car. I went back for a couple of visits to ponder and make a decision. It was not the car I wanted, that being a coupe. Instead, I was looking at a 260 2+2, with a cracked moulded rear end and a battered right fender, the result of a Volkswagen Beetle trying to crowd through, to make a corner, I was told. On my third visit, I took it for a spin around the dockyard after it warmed up. It accelerated smartly through the gears, not bad for an automatic.

The dream of a 4 speed coupe was fading fast as I liked this car and decided this was a donor car, no big deal. The owner and I talked a little about its history and he said it could use a lot of work as the floors needed replacing when he got it. He took it to a shop in Whitby where the mechanic took a look at the triple carbs and struck a deal to trade carbs and do the floors with a little cash to cover his labour.

It has what appears to be 3/8 inch plate steel in both floors with a 3/4 inch bolts coming up through it under each seat. The seats were out of a Nissan Pulsar with the driver's seat welded to the floor with no adjustment. You needed a screwdriver to snap the seat back latch up, to tilt it forward, to access the rear seat. Again, a donor car, right? Well, I decided then, even with a 3 inch deep channel iron running from the rear seat to the firewall, it would only make it stronger for the conversion. So I plopped down my cash donation and took possession. The now former owner arranged a tow to Bowmanville for only \$60 as a towing company that the movie company used, owed him a couple of favours.

On the night of the expected delivery, I was home from work about 6:00 pm, eagerly

awaiting the appearance of the Z. At 8:00 pm, no Z, 9:00, still no Z, 10:30, I was just getting ready for bed and my son yells, "There's a tow truck out here wanting to know where to drop the Z." I got dressed and went outside to get it into the driveway and the driver says he could have sold it twice. Remember this! I asked the driver why he was so late and he explained that after picking up the Z, he headed up the Don Valley when his clutch failed and he had to get towed to his shop for a new clutch at 10:00 am. They had to drop the Z then get the truck into the shop and call their jobber for a clutch. Lo and behold, I had just sold the clutch to their jobber about 1:00 pm that afternoon. Great laugh about that. Coincidence, maybe, except they had the incorrect pilot bearing in the flywheel for the kit and had to remove it and bring it to my shop for identification. They were finally ready to go at 4:00 pm, then had to do a couple of towing jobs until 8:00 pm, then back to hook up the Z. A stop for coffee, the first offer of purchase when stopped for a traffic light. The second offer came before getting onto the 401, about 9:00 pm, then onto Bowmanville.

My donor Z was now in the driveway and I needed to do some research on it. Well, most of you Z car nuts know that you can fall in love with these Z's and a few weeks after getting into the nitty gritty, I found out that I would rather restore than chop.

Oh, oh, now the work really starts and I start asking around as to parts etc., while the car is up on stands with the hood off, right fender out being fibreglassed to fix it. The right side fender was an aftermarket fibreglass replacement, luckily, as it took the brunt of the VW collision.

The exhaust system had to come off as it had been damaged during the tow but it did sound gnarly when I ran it previously. One night my son started it up to demonstrate the sound to some friends. Just as I came home, I heard a couple of loud snarls and what sounded like an oomph and then dead silence. A few minutes later, my son was washing the hood of his friend's car that was parked behind the Z, antifreeze. How did antifreeze get on his car? Oh... the oomph was the head gasket failing. Well, better now in the garage than on the road, under power.

So tear down time and after breaking two head bolts off in the block, we found two

bent valves and a valve seat pulled out of the head. Pistons looked funny too so out they came and the edges were damaged from pre-ignition detonation or running too lean. Now we are looking at a complete rebuild on the head. Asking around, I find Kris at Almost Racing, who says he will do it but it will take a while before he can get to it. Good enough and we do some bench racing, yak about cars etc. and he invites me to the Z car meeting in January 2005. I join the club hoping to source parts and find myself enjoying the monthly meetings. I find a front fender for sale by JP Matte, pick it up for a reasonable price and JP tosses in the other fender and both headlight pods. He was having fibreglass side body ones made (*see past issue of Zedline for a story on this*). I ended up getting a head with a weber cam already ported and polished, from a London area Z demolished in an accident for less than my rebuild would have cost.

Then my son carts home a jeep to restore that takes up the working half of the garage and the Z is put on hold until we get the jeep done. The Z engine is in pieces, the jeep's 2.8 litre one is on the engine stand, busted with a donor motor, 4 litre fuel injected on the hoist, no room to work on the Z. The interior of the Z is hanging from the rafters, the seats are cut out of the floor, the dash is cracked but being recovered in the basement. It is now November 2005. The Z is still in pieces, all over the place but the jeep is on its way to being certified and it will be too cold to work on the Z anyway.

I have done engine swaps, body work and custom paint jobs but never a partial restoration. Who would have guessed that it has been a year since I bought the Z. Is there light at the end of the tunnel? You bet...a dim glimmer but it is there.

I have greatly enjoyed the articles in Zedline, about people and their Z stories. They are an inspiration to keep at it but I keep thinking back about those two offers the tow truck driver had. Could I recover what I put into this rusty heap? Nah! How could you ever recover the times shared, the scraped knuckles, the exasperation, the curses. "Heck" I don't even know if I can find half the parts off the damn thing, even if I wanted to sell it! Ahh, the joys of Z restoration!

ARE YOU GOING TO TAKE IT TO THE TRACK THIS YEAR?

It seems that a number of you that went to the ZCCA convention in Syracuse last year had a great time at the motorsports events, lapping at Watkins Glen and at the autocross event. For anyone interested in participating in these types of events this year, there are lots of opportunities for you.

The Canadian Automobile Sport Clubs, Ontario Region (CASC-OR) which Ontario Z-Car belongs to, defines and administers a number of club-organized events such as the SoloSprint (formerly Solo 1) and Solo 2 regional series.



SoloSprint competitions are time trials on real racetracks, using your street-driven car. You compete against the clock, with the aim being to record a faster lap than all the other drivers in your class. The racing is one car at a time

so car to car contact is unlikely. A Solo 2 event consists of competitors driving through a "race course" laid out using pylons on a large parking lot or other paved surface. Cars run one at a time so once again, there is no contact with another competitor. Each run is electronically timed, and the fastest driver in each class is the winner.

For novice competitors, there will be driving schools for both SoloSprint & Solo 2 this year. If you are interested in finding out more, come out to the SoloOntario Open House this year. Details and event schedules are available from the CASC-OR website, www.casc.on.ca.

Important Dates to Remember:

April 2 - SoloOntario Open House at CSC Racing Products, Newmarket

April 29 - Solo 2 School at Brampton Centre

May 13-14 - SoloSprint Lapping School, Mosport DDT

A number of clubs also organize and run their own autocross series. These events are open to any competitor on a "show up & drive" basis. Clubs that come to mind and locations where they run are, The Mazda Sportscar Owners Club at the Hershey Centre in Mississauga, HADA Motorsport Club at the Brampton Centre and the Competition Corvette Club at the Bronte Go Station in Oakville. Event dates for each of these series will be published in Zedline once the dates are known.

Zedline Editor

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MONTHLY MEETING MINUTES—COME ON OUT & JOIN IN

Ontario Z - Car Eastern Meeting Minutes Route 66 Sports Bar & Grill, Toronto Tuesday January 3, 2006, 7:30 pm

OZC Executive Present: Nigel White Ex officio
Tom Dickson Eastern VP
Howie Yoshida Newsletter

The monthly Eastern meeting was held at Route 66 on Tuesday January 3, 2006 and was opened by Nigel White, Ex officio President. There were 14 people present.

1. President's Update - Nigel

Nigel announced that Tom Dickson had agreed to take on the position of Eastern VP. The Executive Committee now has a full slate of officers but with 2 people taking on dual responsibilities (President & Merchandise, Membership & Webmaster).

The OZC online forum has started up again. Members are encouraged to register on the forum and use it to their advantage. There is a link to the forum from the OZC website.

2. Upcoming Events - Tom

The first club event of the year will be a technical day hosted by Greg Whitehead of Whitehead Performance. It will take place at Greg's service centre at 134 Rivalda Road, near Weston Road & Sheppard Ave. in Toronto, on Saturday January 28, starting at 10:00 am.

3. New Business (Eastern Meeting Date Change) - Tom

A motion was raised from the floor to once again change the date of the Eastern Chapter monthly meetings due to another member conflict. It was also pointed out that scheduling the Eastern Chapter meeting on the second Tuesday would result in consecutive night meetings since the Western Chapter meets on the second Wednesday of the month.

A motion was tabled to schedule all future Eastern Chapter monthly meetings (starting with the February 2006 meeting) to the first Wednesday of the month. There were no objections and the motion was passed.

4. Zedline - Howie

The December issue was being put together this week. Any submissions for this issue of Zedline were requested by the end of the week, January 7. Please submit them to Howie.

5. Specialty Vehicle Association of Ontario (SVAO) - JP

Although this topic was discussed at the previous meeting, JP reminded those present that letters should be written to the Provincial government stating your objections to the proposed changes to the Drive Clean Emissions program.

There are 3 key changes that SVAO disagrees with, namely:
Elimination of the rolling 20 year exemption;
Annual testing for vehicles 12 years and older;
Increasing the repair cost limit from \$450 to \$600.
The deadline for submitting your letter is January 17, 2006.

6. 50/50 Draw - Wes

Wes Hore conducted the 50/50 draw.

The first prize of \$40 was won by Eric Zondervan. Additional prizes of a mechanic's trolley, a multi tool, and road flares

were won by Howie Yoshida, Vince Santoro and Bill Warren respectively.

The next Eastern meeting is scheduled for the new date of Wednesday February 1, 7:30 pm at Route 66 Sports Bar & Grill, Eglinton Square Shopping Centre, corner of Victoria Park & Eglinton, Toronto.

Minutes recorded by Howie Yoshida

Ontario Z Car Western Meeting January 11/ 06, 15 Members Present

1. Introduction and welcome by Mike Lambert
 2. Upcoming events – January 28th 10:00 am Tech Session at Greg Whitehead's garage
OZC Ladies' Night Out – Feb. 8th London (dinner, shopping or a movie)
RM Classic Car Auction on April 7,8,9
Internat'l. Centre, Tor.www.rmauctions.com
 3. Making plans for a great new year, some ideas and dates for the new year:
BBQ at Mike Lambert's after Drag Event #1 in the Spring
Dinner at GT's on the beach in Port Stanley after Drag Event #2
August - run to the Flea Market in Grand Bend and then dinner on the beach in Grand Bend
Niagara and/or Beamsville wine run
Car pool to the RM Auction
East & West joint club meeting
Classic Car show at the Westmount Mall in London followed by a BBQ at The Radoja's afterwards
OZC golf tournament (one in the East and one in the West)
 4. Other News – Dave Whittaker gave an interesting talk about the oil filter he is currently promoting
 5. 50/50 Draw and door prizes
Thanks to Terry Weston for contributing club pens to the draw and to Rick Scott for the Nissan cleaning kit
Next meeting – London February 8th Alaskan Fish and Chips on Exeter Rd
- Minutes by Pete Radoja

Ontario Z - Car Eastern Meeting Minutes Route 66 Sports Bar & Grill, Toronto Wednesday February 1, 2006, 7:30 pm

OZC Executive Present: Tom Dickson Eastern VP
Erle Strauss Treasurer
Howie Yoshida Newsletter

The monthly Eastern meeting was held at Route 66 on Wednesday February 1, 2006 and was opened by Tom Dickson, newly appointed Eastern VP. There were 14 people present and 1 guest.

MONTHLY MEETING MINUTES—COME ON OUT & JOIN IN

1. President's Update - Tom

Tom reported on some of the highlights from the first meeting of the new Executive Committee, held on January 21 in Cambridge.

A number of initiatives were discussed on how to increase membership numbers and generate interest in the club.

The concept of "spot cards" was introduced. Cards could be produced that members would place on windshields of any Zeds they came across. The cards would invite the Zed owner to visit the club website and join the club. The cards were subsequently designed by Erle Strauss, our Treasurer and then e-mailed to all members electronically. Members can now print their own spot cards and start using them.

Nissan Canada was mentioned as a possibility. Perhaps they could be convinced to sponsor, say 10 OZC memberships for new 350Z owners.

Other ideas for new events were discussed and early planning was encouraged so dates could be publicized. This would allow members to pencil in the dates on their calendars.

2. Technical Session at Whitehead Performance - Tom

The technical day hosted by Greg Whitehead of Whitehead Performance took place on January 28. It was well attended by over 50 people coming and going during the day.

Greg organized an informative session with a number of cars on display that were being worked on. These included members' cars for street modifications and race cars too. Engine swaps were displayed, suspension modifications were underway that day and race videos were running. Greg and his staff spent a lot of time answering questions and just talking shop.

Snacks, beverages and a pizza lunch were provided compliments of Whitehead Performance. On behalf of OZC, Tom expressed our thanks to Greg Whitehead for putting on such a great event.

3. Upcoming Events - Tom

The Executive Committee has been working on organizing club events for the coming year. Some events have been confirmed with dates and others are tentative and still in the planning stages.

- | | |
|----------------|--|
| April 22 or 29 | - Swap Meet proposed, date to be confirmed with Whitehead Performance, further detail and event planning required, organizer required. |
| May 10 | - Joint East-West meeting, location in Cambridge/Milton area, Michael Lambert is looking for a suitable venue. |
| May | - golf tournament organized by Eastern Chapter, Edmarc is lead, in planning stage. |
| June 4 | - Wine run in the Niagara area, organized by Steve Karniej, in planning stage. |
| June or July | - Lapping day at Shannonville, joint event with the Mazda RX-7 club, Terry is meeting with them to work out possibilities. |

- | | |
|-----------|---|
| June 24 | - Drag Day #1 at St. Thomas Dragway, BBQ at Michael Lambert's afterwards. |
| Aug 26 | - Z-Fest, date tentative, Eastern Chapter will organize this year, Western Chapter will do same in 2007. Terry has confirmed that Appleby College is out, no longer interested in holding auto events. He is negotiating with Oakville Nissan dealership. |
| September | - another wine run proposed, in the Collingwood/Wasaga Beach area, with dinner up at Kaytoo restaurant in Blue Mountain, organizer and planner required.

- golf tournament organized by the Western Chapter, date & location to be determined. |
| Sept 6 | - Second joint East-West meeting, location in Cambridge/Milton area, location to be determined. |
| Sept 23 | - Drag Day #2 at St. Thomas Dragway, dinner on the Beach in Port Stanley after. |

Some of the events dates are confirmed while others are in the planning stages and are proposals only. They will not happen unless volunteers step forward to organize them.

Once events are firm, they will be posted on the club website calendar of events to get the official word out. Forum postings and mass e-mails to members will also be used.

It does not have to be a big deal to organize an event. Members are encouraged to put something together and contact any of the Executive Committee to launch their idea and get on with it.

Bill Husar reminded everyone that the Oshawa Motor Sports Club (OMSC) was having their monthly meeting on February 7 at the Whitby Yatch Club. He was in contact with them and OZC members were invited to attend this meeting. A delegation of about 4 to 6 members including club executive indicated they would attend. OMSC has a strong racing interest both in Solo Sprint & Solo 2. They also organize lapping days, driving schools and Regional Solo events. Participation by OZC in some of their events would be discussed.

4. Zedline - Howie

The December issue was printed and mailed out at the end of January. This was the last issue of Zedline that Manolo did the graphical layout and the printing.

Howie has obtained a number of price quotes for printing but could use help with putting the newsletter together in digital format. It will be a work in progress. Any submissions for the next issue of Zedline should be sent to Howie by the end of February.

5. Treasurer's Report - Erle

Erle reported that he had met with Quentin and had picked up the books and documentation. He also met with TD Canada Trust to transfer the OZC account to a local Branch near his



MONTHLY MEETING MINUTES—COME ON OUT & JOIN IN

residence. Either Terry or Erle have signing authority for any cheques to be issued.

6. 50/50 Draw - Wes

Wes Hore conducted the 50/50 draw.

The first prize of \$30 was won by Vince Santoro. Additional prizes of car care products and windshield washer fluid were won by Erle Strauss, Tom Dickson and Bill Husar.

The next Eastern meeting is scheduled for Wednesday March 1, 7:30 pm at Route 66 Sports Bar & Grill, Eglinton Square Shopping Centre, corner of Victoria Park & Eglinton, Toronto.

Minutes recorded by Howie Yoshida

Ontario Z-Car Western Meeting Minutes

Thursday February 8th, 2006

14 Members Present

(3 new members joined our club – including Racer Rick!)

1. Introductions and welcome by Mike Lambert.

Mike outlined several observations about the recent executive meeting he attended – he was excited about the positive attitude of all those present.

Bill Dawson provided a brief summary of the Technical Session held at Greg Whitehead's last month. Greg did an awesome job – his shop was immaculate and he had several cars in various stages of repair or modification on display. Greg and his wife Vicki, also provided a continental breakfast and lunch for all the participants. Many thanks to Greg and Vicki for their hard work and generosity.

2. Upcoming Events: There are many activities available to our members this season. Members should visit the Ontario Z-Car website to stay up to date about details.

April 22 - Swap meet proposed at Greg Whitehead's. Check the website for the dates and times.

May 10th - Joint East-West meeting planned by Mike Lambert - the location will be in a central area – check the website for details.

May ?? - Eastern Golf Tournament by Edmarc

June 4th – Wine run in the Beamsville / Jordan area – organized by Steve Karniej.

June 8th – (Thursday) Car show instead of a Western meeting followed by a BBQ at Pete Radoja's – details in Zedline and on our website.

June 24th - Drag Day #1 – St Thomas Dragway – organized by Jim Maw, BBQ at Mike Lambert's afterwards.

June or July – Lapping day at Shannonville. A joint event with the Mazda RX-7 club. Planning under way by Terry Weston.

August – car run (1 hour) to The Pinery Flea market – You have got to see this market. There is a cool outdoor bar area with an awesome singer. Later, we will park on the beach and have dinner in Grand Bend. Planning by Pete Radoja.

August 26th - Z-Fest hosted by the Eastern Chapter. Western Chapter will host Z-Fest in 2007. The location of Z-Fest is still up in the air – stay tuned.

September ???? - Western golf tournament – date and location TBD.

September???? - Wine / Beach Run to Wasaga, dinner at Kaytoo in Collingwood, a beautiful spot to show our cars off.

September 6th - Joint East-West meeting.

September 23 – Drag Day at St Thomas Dragway, followed by dinner at an open air restaurant on the beach in Port Stanley.

July and August are open for other members to plan events/ socials/car runs with friends/members etc. – give it a shot.

5. Bill Roper presented a technical problem that he was having with his car – a brain-storming session followed with several suggestions that might help Bill to solve his problem.

6. Thanks to Bill Roper, Terry Weston and Rick Scott (Brantford Nissan) who provided many door prizes at this and past meetings too.

Next Western meeting at Ernie's Roadhouse in Cambridge on Wednesday March 8th, 2006 at 7:30 pm.

Minutes by Pete Radoja

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

Western meetings are held the second Wednesday of the month. Meetings alternate 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 and stay on Exeter Rd. Go through the light and Alaskan Fish & Chips is on your right (north side). If you reach Wellington Rd., you have gone too far.

From the west—take Wellington Rd. north. Turn right (east) onto Exeter Rd. Look to your left (north) . Alaskan Fish & Chips will be visible.

Ernie's Roadhouse, CAMBRIDGE

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

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

Northern meetings are held the first or second Tuesday of the month.

Pat & Mario's Restaurant, Sudbury

Lasalle Blvd. at 7:30 pm

Please call David to confirm 705-524-3282.

Eastern meetings are held the first Wednesday of the month.

Route 66 Sports Bar & Grill

Eglinton Square Shopping Centre at 7:30 pm

(Victoria Park & Eglinton)

WE WENT TO A MEETING OF THE OSHAWA MOTORSPORTS CLUB and.....

It was the first Tuesday of the month, in February when we would have normally been at our monthly Eastern Chapter meeting but wait, having been invited, we found ourselves attending a meeting of the Oshawa Motorsports Club (OMSC) at the Whitby Yacht Club. Bill Husar had convinced us to move our regular Eastern meetings to the first Wednesday of the month so some of us could attend an OSMC meeting to talk about attending some of their club events and vice versa. The OZC contingent consisted of Tom Dickson, Eastern VP, Erle Strauss, Treasurer, Howie Yoshida, Newsletter Editor and Bill Husar.

We were greeted by Philip Amshad, President of OMSC and some of their club executive. The meeting was well attended with over 20 members present. They discussed some of the same issues that OZC is facing too. Their event calendar was laid out for the entire year already. Bill Husar spoke on behalf of OZC, provided a bit of the club background and indicated the type of events that we were planning this year. At the end of the meeting, to provide an opportunity for the members of both clubs to interact, we would promote the other's events that may be of interest using newsletters, website, even word of mouth. All in all, we came away with a good feeling about what we were both trying to accomplish.

OMSC IS REALLY ACTIVE IN MOTORSPORTS EVENTS LIKE LAPPING DAYS, TRACK SCHOOLS, SOLOSPRINT & SOLO 2 (AUTOCROSS)

I already mentioned that their calendar of events was set for the year. OMSC has booked no fewer than 6 track dates not including events that they are organizing for the Regional Solo 2 and Solo Sprint series. These dates also include track schools for the newbies. Most of the events will be held at the Mosport DDT and one at Shannonville.

OMSC has invited all OZC members to come out and participate in any of their track events. If interested, you will need to complete an event entrance form (available on their website www.omsc.ca) and send in your cheque to guarantee a spot. Events are filled on a first come, first served basis.

Here is the OMSC schedule for their club events at the track:

April 29 Lapping Day & Track School at Mosport DDT

May 28 Lapping Day at Mosport DDT

Jun 18 Lapping Day at Mosport DDT


Jul 7 Lapping Day & Track School at Shannonville

Aug 5 Lapping Day at Mosport DDT

Sept 17 Lapping Day at Mosport DDT

Further details are available from their website at www.omsc.ca or you can contact me or send me an e-mail with your questions.

Howie Yoshida



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EVENTS! EVENTS!! EVENTS!!! for 2006

****Important** Check the OZC Website for updates and changes to this schedule.**

March 1 - Eastern Meeting at Route 66

March 8 - Western Meeting in Cambridge
- Topic: Synthetic Lubricants - Dave Whittaker

April 5 - Eastern Meeting at Route 66

April 12 - Western Meeting in London
- Topic: Starters and Alternators

April 22 - Swap Meet at Whitehead Performance

April 23 - Deadline for Submissions to Zedline (March/April issue)

April 28 - 30 - The Mitty '06 at Road Atlanta
featuring The Sports Cars of Japan

May 10 - East/ West Joint Meeting in Milton, location TBA

May 20 (or 27?) - Spring Golf Tournament, final date & location TBA

May 26 - Thousand Islands Z-Car Club Lapping Day at Shannonville

June 4 - Wine tour, Niagara area, Coordinator Steve Karniej

June 7 - Eastern Meeting at Route 66

June 8 - Western Meeting in London at The Westmount Show & Shine

June 24 - St. Thomas Dragway, Meet #1 & BBQ hosted by Michael and Tina Lambert

July 5 - Eastern Meeting at Route 66

July 12 - Western Meeting in Cambridge

August 2 - Eastern Meeting at Route 66

August 9 - Western Meeting in London

August 26 - Z - Fest , location TBA

Sept 6 - East/West Joint Meeting in Milton, location TBA

Sept 23 - St. Thomas Dragway, Meet #2 & dinner in Port Stanley

PROJECT DATSUN 240Z

FOREWORD

Readers are about to get a real treat. We are going to run a series of articles about the building of a Datsun 240Z racecar. This project has been ongoing for the past year and a half with an estimated additional year to completion. It is being undertaken by Philip Amshad.

Philip Amshad was born in London England, in the town of Carshalton in 1967. An Automotive Technician for the past 20 years, he currently holds 3 separate Automotive Licences, along with 26 Automotive Certificates. Two additional tickets for Auto Body Repair Technician and Automotive Painter are still pending at this time. Currently employed with Toyota, his automotive career spans some 10 manufacturers. Philip has served on the Executive of the Oshawa Motorsports Club (OMSC) for the past 10 years, and has just started his fourth year as President. Other accomplishments include DSP Class Champion in the 2000 Castrol SOLO 1 Championship Series.

This Project Datsun 240Z series of articles has appeared in the OMSC newsletter each month over the past year or so. To allow the Zedline to catch up, we will be running 2 articles each month until we are current with the build project.

Zedline Editor

Project Datsun 240Z - Part 1

By Phil Amshad

For the last 16 years the shell of a 1972 Datsun 240Z has sat quietly in a corner of a garage. Silently she has been waiting, rusting in the darkness. I had purchased her two years prior; complete, but not drivable and promptly reduced her to a state of parts to be discarded. I kept only what would be necessary to turn her into a beautifully sleek racecar. Of course, her classic lines would remain unchanged.

Eighteen years. It seems a long time to wait but I suppose you never forget your first love. It may sound a little crazy but I swear that she calls out to me. It is like a recurring dream that wakes you up at the same time each night. Only I wake up at exactly 2:40am. The number of times she has woken me up in the last 3 months is more than I care to count. Each time I mutter the same tune. "Soon. I will build you

she did not have any history (as a race car). The next option was Group 70+. In order to run in this class I would have to bring her back to exactly the condition that she would have been raced in 1972. Bob Sharp or John Morton graphics would not hurt either. I was prepared to spend the \$60-\$100,000.00 CDN but I was also informed that I would not be running with the Vintage cars. The thought of having someone use her for brakes was less than appealing.

I have therefore decided to build her into a GT2 car under the current SCCA Club Racing 2003 GCR's. In fact I could prepare her for three different classes under SCCA. Improved Touring or ITS centers itself around low cost, limited modifications. Production Category allows further modifications to the cars however; this class is still too restrictive for what I had in mind. What was left was the GT2 class for "purpose built, highly modified replicas of series produced automobiles". Under section 17.1.2C Specifications-6, "construction of a tube frame car is permitted". The maximum permitted track is 64.0" F & R, 53.3 & 53.0 was stock.

So out came the Saws-all and off came the front clip. After towing what was left of her home I had to devise a plan for her suspension. The fact that the floor is completely gone makes my decision a little easier. Under the GT2 preparation rules section F.2 ; "Rear wheel drive configuration 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 independent rear suspension at a weight increase of 100lb." I have therefore



decided to replace the MacPherson strut front suspension with upper and lower "A" arms or SLA. I will also change the independent rear MacPherson strut to a three link solid axle with a pan hard rod. I will also try to fit the maximum wheel size listed in section F.4. Authorized Modifications, subsection C, Suspension and Wheels 10. "All four (4) wheels shall be the same



soon."

I have spent the last two years trying to figure out what class to campaign her in. I was hoping to wait until she was old enough for Vintage. However, I was informed that she would not qualify because



diameter. GT2 cars may run a maximum of 12 inch wide rear wheels, front wheels shall be a maximum of 10 inch wide." The diameters listed include 13/14/15/ and 16inch. I have chosen to run the 15-inch diameter rims which should allow for enough caliper clearance.

The minimum weight listed is 2080 lb. I do plan to be well under that figure and ballast the car accordingly.

So I invite you to follow along on this roller coaster ride. A non-existent budget and unobtainable Factory Competition Parts should make things very interesting. Next month we will look at the current state of the engine and what's "allowable". So until next time, keep your car and yourself safe and we'll see you at the track.

PART 2

If there were one aspect of building a new car that I particularly enjoy it would have to be the engine build-up. In this case, the goal is to more than double the power output with only a 2mm or 0.080" increase in piston diameter. This change will add 6.75 cubic inches to the displacement. The final capacity being 153 CID, or 2507cc. I also



intend to spin this mill to 8500rpm, or approximately 4100 rpm's higher than where the stock engine made peak power. For those doing the math at home the final bore and stroke will be 85mm(3.345") and 73.7mm(2.902") respectively. This short stroke, or over square engine will be the key to its high rpm limit. A simple equation for calculating your engines displacement is: Bore x bore x stroke x 0.7854 x the number of cylinders.

In my case, $3.354 \times 3.354 \times 2.902 \times 0.7854 \times 6 = 153 \text{ CID}$. This equation uses cubic inches. To convert to metric from imperial, multiply by 61.024.

Now for what's legal. Under the SCCA GT-2 Preparation Rules, section 17.1.2.F.3. e 14 b, "In-line six (6) cylinder engines shall align the center of the first spark plug hole (from the front) in line with the front axle spindles". The rules further stipulate in section "f1", "Engines may be rebored a maximum of 1.2mm (0.047") over the standard bore size listed in the GTCS". Therefore the engine that I have started does not comply with the rules as printed. The rules also dictate in section F.4, Engine and Drive Train/General, "e5". "It is permitted to lighten, balance, or modify in shape, by tooling, the standard or optional components of the engine and drive train, provided it is always possible to identify them as such. Material shall not be added to these components unless specifically authorized by these rules".

This is significant because I am in the process of converting a late model 280Z fuel injected head from an L28 EFI engine. This head, which incorporates 1.73"/44mm intake and 1.38"/35mm exhaust valves will receive extensive welding, or "the addition of material" to allow me sufficient material to change the shape of the ports and the combustion chamber in order to produce the level of power that I am looking for. To end the suspense, the goal for this engine is 300BHP and 300FTlb of torque. In reality, it will probably be closer to 300HP and 285FT lb due to the very short stroke.

The stock 240Z came with 1.65"/42mm and 1.30"/33mm. I have calculated that this set-up would peak out at only 265BHP given the bore size of the carb's that I am planning to run. The GTCS lists the maximum carb size as "3", 50mm twin-choke sidedraft type carburetors with 46mm chokes. I however feel that while this package would give the highest peak number, it would cause the engine to "load up" with fuel. This could be addressed by jetting the carb's down but this would affect power under the curve or tractability. I will be running a set of triple SK Racing carb's, which spec. out at the throttle bore as 42.65mm with 34mm chokes. Although the stock 240Z head ran 42mm intake valves, the intake ports were a tiny 34mm at their narrowest. The ports in the new L28 head

will be opened up to 42MM, which is something that could not be achieved in the L24. I will also machine the throttle bore out as much as the casting will allow, and the chokes out to at least 36mm but I have a few more calculations to run as the engine starts to come together. In case you are wondering how I calculated the size requirements of the carb's, the equation for individual throttle-bore size is:

$$\sqrt{\text{Displacement per cylinder in cc} \times \text{maximum RPM} / 1000 \times 0.82}$$

Therefore to convert our displacement of 153 CID to cc we multiply by 16.387, which gives 2507cc. Remember that maximum RPM will be 8500.

$$\text{Displacement per cylinder} = 2507 / 6 = 417.8\text{cc}$$

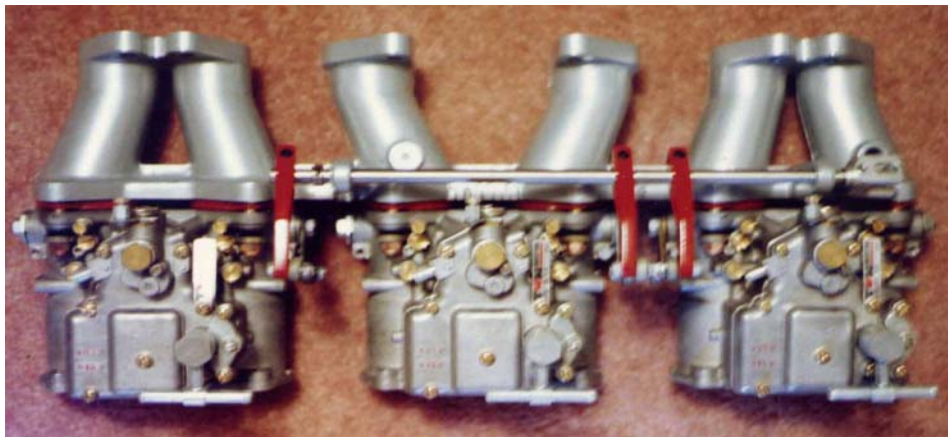
$$\text{Throttle-bore size} = \sqrt{417.8 \times 8500 / 1000 \times 0.82} = 48.819\text{mm}$$

To calculate the choke size, use the above equation but multiply your final number by 0.65 instead of 0.82.

$$\text{Choke size} = \sqrt{417.8 \times 8500 / 1000 \times 0.65} = 38.735\text{mm}$$

So to produce maximum power at the requested RPM's would require a set of 49/39 carb's. A 45mm bore and a 36mm choke would allow this engine to build power to approximately 7500RPM.

The intake manifold will also require extensive modification. The aftermarket intake manifold was originally cast with a bore size of 36mm and an offset or splayed runner. To achieve maximum efficiency will require approximately 40 hours of work with a hand held die grinder. The offset of the runners will be reduced and the bore will be opened up to 43mm.



I should have most of this completed soon and I will bring the manifold to the meeting in case anyone is interested.

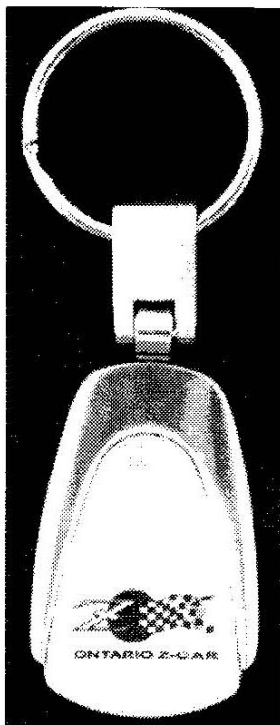
In all, approximately 1000 hours will go into the engine before it is ready to be run on the dyno. We will revisit the engine later in the year. I won't show all my secrets but I will have a number of interesting changes than can be applied to any engine.

Next month we will work on the body. I will start off with the replacement of the inner and outer rocker panels and the lay-up of the floor.

So until next time, keep your car and yourself safe and we will see you at the track.

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