

MARCH/APRIL 2006
Bi-Monthly Publication

ZEDLINE



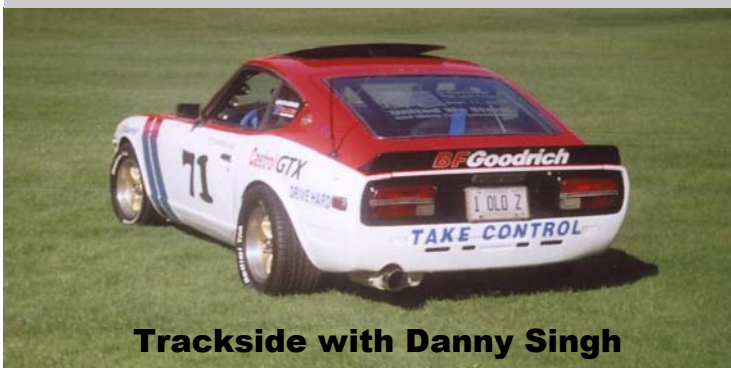
ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993



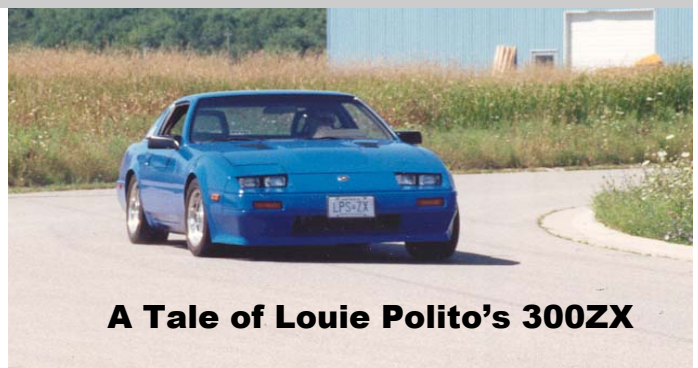
OUR ANNUAL SWAP MEET AT WHITEHEAD PERFORMANCE

Bring your Zed, come out & join in the fun! We have places to drive, races to run or watch and events to attend. Read all about them in Zedline but don't stop there.

Participate! Participate!!



Trackside with Danny Singh



A Tale of Louie Polito's 300ZX

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

Prez Sez

This Prez Sez will be short and to the point this issue. I believe the club has made significant inroads to strengthen our future. With several issues on the table at the beginning of the year, the Executive has had a strong resolve that these items would be taken care of.

In early meetings, we had discussed the importance of changing the membership dues structure and how it would be implemented during the course of this year. This will allow the club to create a solid foundation for 2007 and beyond.

In this issue you will see how we are going to implement this change, by bringing all the members to the same time frame for renewing their memberships. This should enable us to create a feasible budget, which will allow the club to continue to publish Zedline, hopefully book track events, social events, Z-Fest, etc.

Advertising is an important part of our magazine and a few people have taken the initiative and secured new sponsors for this year. If you

know of a business that is a good fit for our club, please make the extra effort to see if they would be interested in buying advertisement space in Zedline. We can provide you with an advertising package, just ask.

I would also like to thank one of our strong supporters, Steve Shane from Steve's Tire, who continues to support the Club in offering Tech Sessions, club meetings and tires, so please make an effort when in the area to drop in and say hello. If you are looking for new tires & rims, Steve will give you the best deal.

Also thanks to Greg Whitehead for his continued support of the club in offering his shop for our Tech Sessions & Swap Meets.

We also extend a special welcome to fellow member Dave Whittaker of Wise Choice Synthetics, an Amsoil Dealer for supporting Zedline. See Dave for your synthetic lubricants and filtration products for your Zed.

As we focus on this year, several events are being planned or have been booked. Please make an effort

to join in or help as we all know that the function of any club is the enjoyment of each other's company and it doesn't matter what ever you drive, so please check the upcoming events list to see what's up in your area.

As we roll into June, we will have several events taking place, June 4th Wine Tour, June 8th Westmount Show n Shine, June 24th Drag Day & BBQ. All of these items are in the Events Calendar inside.

Also, we have booked Z-Fest for August 26th at Christie Area Conservation Park in Dundas. As we get closer more details will be announced but for example we plan to offer an opportunity for those who wish to sell parts, a spot in the meet. We are looking for volunteers so any interested members please call or e-mail me. Thanks!

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.

- Mike Adam
- Vince Balge
- Rick Clarkson
- Wayne Davey
- Mark Kent
- Walter Komor
- Darren McCloskey
- Neal Panchuk
- Gerry Pancott
- Pat Ryan

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!



2006 OZC EXECUTIVES

President & Merchandise Director:

Terry Weston

905-388-5041, Hamilton
taw@mountaincable.net

Eastern VP:

Tom Dickson

905-623-9188, Bowmanville
zeeker260@hotmail.com

Western VP:

Michael Lambert

St. Thomas
specialkitchenrecords@yahoo.ca

Events Director:

Jim Maw

519-576-6762, Kitchener
alfa@golden.net

Membership Director & Webmaster

Edward Burkhart

519-648-3915, Breslau
edz240@rogers.com

Treasurer:

Erle Strauss

416-402-5533, Thornhill
estrauss3@rogers.com

Newsletter Editor:

Howie Yoshida

905-625-6621, Mississauga
howieyoshida@rogers.com

Mailing Address:

Ontario Z-Car Owners Association

3044 Bloor St. West, Box 503
Toronto, Ontario M8X 2Y8

CASC Affiliated

From The Driver's Seat

Well, it's been a very busy past 2 months. As part of the Executive Committee, we have been working diligently to get the club's finances and affairs in order. Event planning has been continuing also. The Executive Committee met in April to discuss and resolve a number of items.

Here are a few highlights if you haven't already heard about some of them. We have prepared an operating budget which has made us take a hard look at our expenses. Income numbers predict a slight deficit but that may be offset by another initiative underway. Zedline costs have been estimated to confirm the publication can continue. You have heard about the advertising push we have started to sign up new sponsors. This advertising income will help to pay for Zedline so please patronize our sponsors. Future Zedlines will welcome any new ones, you'll see them featured too. On a downer, the Northern Chapter has been suspended as it has become inactive. David Cheslock could no longer serve due to new commitments. Thanks you David for your past service. Z-Fest is moving to a new location, details inside. Most importantly, membership dues will be collected at the same time for all members, go to page 4!

Thank you to all the contributors for your articles, another big issue at 24 pages. As you read through, you will notice the events, races and places featured for you to get out and have fun in. Why not come out and become an active member?

The deadline for submissions for the next Zedline is June 20 so why not send me some content and see your name featured!

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



INSIDE ZEDLINE

2007 Membership Dues Proposal	4
Swap Meet at Whitehead Performance	5
Tech Session at Steve's Tire	7
Louie Polito's 300ZX Story	8
Trackside with Danny Singh	10
VARAC 2006 Racing Schedule	12
Monthly Meeting Minutes	13
Lapping with Oshawa Motor Sports Club	16
OZC Events Calendar	18
Project Datsun 240Z	19

Inside this issue, we thank the following contributors

Terry Weston, Diane Dale, Louie Polito, Philip Amshad, Pete Radoja,
Bill Husar, Erle Strauss, Howie Yoshida

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

WE'RE CHANGING THE WAY YOUR MEMBERSHIP DUES ARE GOING TO BE RENEWED

BACKGROUND

At the April Chapter meetings, our President, Terry Weston discussed a proposed change to the way your membership dues are to be paid upon renewal. We currently request/send out notices to members to pay their membership dues prior to their own expiry date. These expiry dates occur every 3 months, at the end of March, June, September and December respectively.

Look at your Membership card or the mailing label on the envelope that this issue of Zedline came in to find out when your membership expiry date is.

The existing process makes it difficult to estimate club revenues at the beginning of the calendar year so that expenditures can be planned and budgeted accordingly. Membership numbers fluctuate considerably during the year too, depending on the renewal numbers. Even though we have a system to inform members when their membership expires, we constantly hear the usual comment, "I don't know when my membership expires, when do I pay?".

2007 MEMBERSHIP DUES PROPOSAL

With the overwhelming support of the members at the recent April Chapter meetings, the Executive has decided to change the membership dues renewal procedure, effective for January 2007. All members will be asked to renew their memberships and pay their club dues at the same time of the year. The end result is all memberships will expire December 31st of that year.

THE PROCESS

- **Membership Expires June 2006** - You will be asked to pay \$25 for the balance of 2006.
Early Renewal Option: You can pay \$70 which would include the balance of your 2006 dues and the full dues amount for 2007.
- **Membership Expires September 2006** - You will be asked to pay \$15 for the balance of 2006.
Early Renewal Option: You can pay \$60 which would include the balance of your 2006 dues and the full dues amount for 2007.
- **Membership Expires December 2006** - A no brainer, you pay your 2007 membership dues when the membership renewal drive starts later this year. For all Memberships that are Expiring December 31, 2006 - There will be a special 2007 membership renewal rate, discounted to \$45 if you pay by December 15th 2006.

After Dec. 15, 2006, the fee will be \$50 for your 2007 membership dues.

Membership Expires during 2007 & 2008 - You will be asked to pay the balance of that year's membership dues when the time comes.

Everyone renewing will be paying a different amount, unique to their expiry date. We will notify you by electronic or regular mail when to pay and how much is due to minimize the confusion.

Any new members joining later on in 2007 will be paying a prorated membership fee for the balance of the year.

New Membership Dues Rate for 2007

Nov 1, 2006 – Dec 15, 2006	\$45
Dec. 15, 2006 till June 30, 2007	\$50
July 1, 2007 – Oct 31, 2007	\$25 or \$30 (tbd)
After Nov. 1st rate for 2008 membership	

THE RESULT

By the beginning of 2007 or soon thereafter, we hope to have all membership dues paid. This will provide the cash flow so your Executive can continue to publish Zedline and plan our events for the upcoming season.

QUESTIONS?

Contact Edward Burkhart, Membership Director at edz240@rogers.com or 519-648-3915.

Thank you,

Your OZC Executive Committee

SPRING SWAP MEET AT WHITEHEAD PERFORMANCE

by Howie Yoshida



Bill Dawson up front by the OZC Banner

our OZC "stuff" and set up a club table this year. I ended up pedaling club memberships, 50/50 tickets, Zedline advertising space and even left over club merchandise. We needed some signage though. Terry proceeds to pull out the Sunoco banner we received as part of our sponsorship package. We put that up, looking good. He then pro-

in from Kingston and hauled out a lot of inventory. I don't know how all the sellers made out, hopefully they were able to move their merchandise and anyone looking for that hard to get part was successful too.

Our list of sellers this time around:

Rick Scott	
J.P. Matte	
Phillip Amshad	
Bill Husar	
Mike Hansen	
Bill Dawson	
Bill Roper	Bill Warren
Erle Strauss	Michael Lambert
Thousand Island Zed Car Club.	

Our Spring Swap Meet took place on Saturday April 22 this year, once again hosted by Greg Whitehead of Whitehead Performance, in Toronto.

So, I was looking at my article from last year's swap meet and wouldn't you know it, same weather again, par for the course around April. It was overcast early in the morning with rain arriving later on in the day but no matter.

Greg opened up around 8:00 am and the early vendors were there shortly afterwards to start setting up. Despite the weather, there were also some guys selling parts out of their vehicles in the parking lot area.

I arrived around 9:00 am and met up with our Prez, Terry. We brought out



The OZC table manned by Terry, Michael & Howie



Sunoco is back as an OZC sponsor

duces a club banner, signed by Mr. Katayama, didn't even know we had it. It goes up and that was the finishing touch.

It sure seemed busier than last year, over 50 people were in and out during the day. The Thousand Island Zed Car Club made the trip

Around noon hour, Greg fired up his brand new BBQ, quite impressive. Vicki took a break this year but Tony Silvaggi was cooking up burgers and sausages and with his new helper, Erle. Erle made sure no one went away hungry.



Bill Roper held a going out of business sale



Welcome to the Thousand Island Zed Car Club
Jeff Fleming, Ray Rowden and Gordon Garrard (President)



Smile JP, you finally sold the wheels this year



Erle & Tony were cooking up a storm on Greg's new BBQ

At 1:00 pm, we had the 50/50 draw. First prize of \$90 was won by Rick Scott, second and third prize of \$30 and \$20 in Sunoco gas coupons were won by Clive Eastwood and I missed the last winner but it wasn't Bill Husar.

There was a lot of club business to discuss and we took the opportunity to hold an Executive Committee meeting at Tony's workbench after the draw. Hard to tell from where we were but it looked like everything was winding down by 2:00 pm.

Once again, OZC would like to express our thanks to Whitehead Performance for providing their service centre for the swap meet. Parts are getting harder to find for the older models and any help to assist a search is much appreciated.

Thank you Greg!



You'd be smiling too if you won first prize in the 50/50 draw, that's Rick Scott far right

Clive Eastwood, in the middle took second prize

And Bill is looking forward to winning again as usual

TECH SESSION AT STEVE'S TIRE BY TOYO TIRES

by Howie Yoshida

On April 26, our favourite tire guy, Steve Shane of Steve's Tire Sales & Service, in Concord, invited OZC along with Toyota Nation and the Saab Club to a technical presentation at his service centre by Toyo Tires. Accompanying Steve were John Carpenter, Technical Services and Sean Kelly, Regional Manager, both of Toyo Tires Canada Inc. There were about a dozen or so enthusiasts present to find out about the new Toyo tires. OZC had 5 members present.

The evening started off with a presentation by John Carpenter talking about their new generation ultra high performance tire, the Toyo Proxes T1-R. The improved tire compound and tread pattern provide better wet grip, improved wear performance and handling among a host of other features.

The second part of the presentation was on their racing tire, the Toyo Proxes RA-1. It is a well known tire and a favourite of many racers. Information was provided on, their best operating temperatures, camber setting, air pressure recommendations, tire shaving, heat cycling and tire storage. Give your R compounds lots of TLC and they will do you good!



Bill drove from the swap meet to Steve's Tech Session, get a life!

in Canada in any case. You can no longer get a reduced price for a new tire based on the amount of tread left on your damaged tire. Extend your tire life by regularly rotating your tires every

time. It is a new laser tire balancing machine, made in Germany, the Hofmann Optima. Steve demonstrated this machine for us and informed us of its features. It takes the guesswork out of balancing tires. Lighter rims are more susceptible to problems with balancing and wheel alignment. You only want to install the least amount of weight on a rim for balancing purposes and his machine can do this. It has online diagnostics since it is wired to the Internet, fancy LCD monitor, the works. Word is getting around about the capability of this machine as Steve said he is getting referrals from his competitors for problems they can't fix.

At the end of the evening, there were a bunch of Toyo Tire wearables drawn for. Bill Husar as he is known to do, was the first ticket drawn for a Toyo jacket. In the end though, there were enough hats and t-shirts left for all those remaining.

Food and refreshments were provided by Steve and appreciated by all attending.

Steve's Tire Sales is a long time supporter of OZC, shown by his hosting of past club meetings, his appearances at Z-Fest and his very generous donation of a set of tires in the past.

Many thanks Steve!

Need rims and tires, give Steve a call. You won't be disappointed.



Steve proudly demonstrating his new laser tire balancing machine

Steve then took over and talked about some tire issues in general. If you were not aware, in Jan/05, all tire manufacturers discontinued the road hazard protection program. This was only ever offered

8000 km.

Steve lead us into his workshop to show off his prize piece of equipment, a one of a kind, the only one in Canada at this

Memories of My 300ZX

by Louie Polito

About a year ago, I remember reading Edmarc's article on Building a Z31 in the Zedline and it brought back some fond memories of my 84 300ZX. I recently found myself recounting some of my experiences with that car to a friend and it inspired me to share some of these memories with the rest of the club members.

My first experience with this particular 300ZX was back in 1988 while at a lapping session at Shannonville Motorsport Park. I lived in Toronto at the time and was a member of the Oshawa Motorsport Club. A fellow club member and good friend of mine offered me a ride in his newly acquired 84 300ZX. It was bone stock but still handled a lot better than the modified 82 Celica GT that I was driving at the time and it had considerably more power. A year later, he had his eye on a 3 Series Bimmer and offered it to me for a very good price. It was an offer that I could not refuse and this particular 300ZX became my first Z-Car. It was black with a tan interior and had absolutely no options or creature comforts except aftermarket air conditioning.



My original black 300ZX

I was told by several people that it was pretty rare to find a 300ZX with roll up windows and no T-tops. As I am one of the few that believe that when it comes to sports cars, less is more, it was a perfect fit. Unfortunately at that time, it was my only vehicle and I had to drive it year round. With its 50/50 weight distribution and a set of full treaded Yokohama snows on spare wheels, it worked very well in snow and was an absolute blast to drive.

Initially, the improvements made were few, consisting of things like aftermarket steering wheel, a set of used 14x7 aluminum wheels a few interior things. As an OMSC member, I competed regularly in Solo 1 events and attended several lapping sessions. This was a great handling car as it was but the more track time it saw, I began to look for more performance. I gradually added some basic performance upgrades - K&N cone filter, Headers, custom 2 1/4 cat-back exhaust, Tokico gas shocks, aftermarket lowering springs and wider 15x7 wheels & tires. Most of these performance upgrades were courtesy of Greg Whitehead's shop, which in those days was called Sanroc Performance.

By the summer of 1989 it was working quite well on both the road and track. In fact it ran so well that I made the mistake of not replacing the timing belt at the recommended interval. I guess at the time I was thinking "If it aint broke, don't fix it". Big, no huge mistake with these motors. At approx. 114,000kms, the timing belt let go on me. After I had it towed to Greg's shop and a few bent valves later, I was kicking myself for being so

stupid. That day I learned an expensive lesson. Actually, Greg's pricing was actually quite reasonable considering the amount of work involved. He completed the work and had it back to me in a few short days and I was back in business. It was as good as new for another 100,000 kms. This would have been a good opportunity to do some internal engine work but it was definitely not in the budget after this fix and this was still my daily driver.

I moved to London in the summer of 1990 and was able to buy a beater for the winter. This allowed me the luxury of being able put my ZX away for the winter and also gave me the opportunity to think about the direction I wanted to take the car. I also started to think about the possibility of some additional performance upgrades & tweaking for track use.

It is a well know fact that weight is a sports cars enemy and at over 3100 lbs, a weight reduction program was in order. I began to look at all components of the car and decided that anything I did not need or did not make the car go faster would be removed. The aftermarket air conditioning wasn't working very well anymore and who needs to stay cool anyways - compressor/condenser & plumbing, Gone! The front and rear 5 mph bumpers, I wasn't going to hit anything, well not at 5 mph anyways - heavy steel bumpers & struts, Gone! The stock radiator was getting tired and I never did like the laying forward position it was mounted in. Gone! Replaced by a more compact & vertical mounted custom aluminum rad with an electric fan. The heavy stock seats were looking quite worn and were not very supportive, Gone! Replaced with a pair of lighter used Recaros. I didn't need those awkwardly placed speakers on the rear strut towers or all the associated plastic trim/covers, Gone! Replaced by black paint and a strut tower brace complete with shoulder mounts for the 4-point harness. The weight was down to just over 2800 lbs, now that's more like it.

I became a member of the Western Ontario Sports Car Association when I moved to London. I had already got to know several WOSCA members thru my association with OMSC and the Solo 1 & Slalom events we competed in. I had also competed in several events in the London area and attended there clubs regular track days, at Waterford Hills (Michigan), long before I decided to move west. This club however, like OMSC, was a competition oriented club and most of its club members were not partial to any one car make, a lot of them would drive a Chevette if it was competitive in its class.

I on the other hand wanted to prepare my car to my own tastes and not simply to keep within the class rules. I discovered that I was developing a passion for my Z-Car and its history. I began to loose interest in this club as I met more and more early Z-Car owners at track events & car shows. It was around this time, summer 1995, that I met Racer Rick Higgs, Malcolm Haylock & Greg Stage and was exposed to the Ontario Z-Car Club for the first time.

My first impression was that, although they enjoyed taking their cars to the track, they truly had a passion for their Z-Cars. I joined immediately when I discovered what the club was all about. I have some very fond memories of some of the first few track events I participated in within the first couple years as a club member. The Vintage Auto Sprints at Christie in 95, several lapping sessions at Waterford Hills (Michigan) & Shannonville Motorsports Park and our first OZC track day at Mosport Driver Development Track. I could probably write an entire article on each of these events but that will have to wait until another day.

The performance & handling was exactly where I wanted it but for quite some time, I had wanted to paint the car and do some minor body mods. I wanted a colour that was bright & exciting and there were many styling features of this particular model that I thought could be improved. One of the weakest visual design elements of the car, I thought, was the front clip. It looked a little like it had a droopy chin. I wasn't particularly fond of some of the aftermarket air dams available for this car, so I designed and built my own. I enlisted the welding talents Rick Higgins and in the basement of my house, we fabricated a custom air dam out of light metal, which was then bonded to the plastic front clip. A little bondo and a lot of sanding later, it was exactly the look I was after. In hindsight though, I probably should have allowed a little more ground clearance. With the low front air dam and the nearly 2" lower than stock ride height, driving up a slightly inclined driveways became a whole new exercise in patients and approach angles.

Another styling feature that never appealed to me was the flip up lights. They added weight and complexity that could be simplified. So I removed the flip up headlights and all their associated motors, servos and actuating arms and replaced them with narrow fixed twin headlights from a Pontiac Sunbird. Custom mounting brackets were fabricated along with fixed custom head light covers that were bonded to the quarter panels.

Other body mods I added included functional 280ZX hood vents, slightly flared fender lips all around and an illuminated rear light panel between the stock rear lights. The use of this panel was not by choice but rather a means of covering up some extensive welding required to patch the nearly completely rusted out

area below the rear hatch. With all the body mods nearly complete, it was time for the body shop.

Malcolm had introduced me to one of his good friends who owned and operated a classic car restoration shop, in Delaware. He had his 74 260Z painted there and they did an awesome job. We discuss painting my car and I expressed an interest in doing most of the body prep and masking myself in an attempt to keep the cost down. After I delivered the prepared car to him, I did all the masking in his shop and he then went over some of the areas I did poorly before it went to the spray booth. The colour I selected was called "Mariner Blue" and was a colour available on the early Miata's. The monochromatic paint scheme looked awesome when it was finished.



Next, modified & repainted Mariner Blue

By the fall of 1996, my 300ZX was setup very well and now looked the best it's ever been, but the motor was starting to feel tired and was starting to suck in a little antifreeze. I decided that the motor had to come out and it needed to be freshened up.

Malcolm had again introduced me to Dave Dickout (his real name honest) of Answer Engine Works in London. Dave has a reputation for building race winning motors and has had a lot of experience with inline & V6 Z motors. Once again my budget did not allow extensive internal mods so his work was limited to new rings, seals, valve seats, gaskets, cylinder honing and slightly reprofiled cams among other things.

This was the first motor that I attempted to pull myself and, not being too particularly mechanically inclined,

I was a little apprehensive about tackling this job myself. I again enlisted the many talents of Rick to assist in pulling the motor. I had removed all of the accessories and connections to the chassis / body to speed up the removal process. The motor was then delivered to Dave and I spent the next few weeks cleaning up the engine bay. Once the motor was returned, it was installed, set up and all connections were made. It fired up immediately without any dramas and the result was a crisp throttle response that, along with the headers & Dynomax muffler, sounded rather like a small block Chevy.

The performance of this car was greatly improved by the modifications & performance upgrades over the 9 years that I have owned it. This car was such a blast to drive that I would often find myself any excuse to take it out for a boot. Even though the guys would kid me about one day getting a "real Z", this ZX was truly one great Z-Car.

By the summer of 1997, I had considered the car finally complete and had taken this Z as far as I thought I could with the resources available to me.

I attended many more track days and club events with it but after being exposed to so many fine examples of early Z-Cars, I became attracted to their simplicity, power and potential to become a truly awesome driving experience.

It was around this time that Rick and I went to St. Tomas to look at 71 240Z that I ultimately bought. About a year later, I sold my 300ZX with mixed emotions. I was sad to see it go but also optimistic that the 240Z would some day be even better. Now all I have left is a hand full of pictures and a lot of really great memories.



The 72 240Z (left) was Rick Higgins, me in the middle and the 74 260Z (right) was Greg Martins, later sold to Rick and then later sold to Michael Lambert .

by Diane Dale



A great shot of the dash and new gauges of Danny's 240z

Well... welcome to spring. Time to bring the Z cars out of their hibernation and back to the streets! Typically this column has visited Z cars on different tracks around North America. This issue we're going to a different type of pavement. The drag strip! Many of you take your cars down to St Thomas Dragway with the club every year – and our very own club member Danny Singh has been hooked! Danny has a great passion for Z cars and looks forward to the coming season. I've seen Danny's car up at Whitehead Performance (you can't miss it –

it's beautiful) and got a chance to talk to him at the Swap meet this past Saturday.

Danny's passion of Z cars started back in his childhood. As a young boy in Trinidad he went to racing events with his dad. A neighbour of theirs raced and Danny fell in love with the racing circuit. The Z car was very rare back then in Trinidad, but it was the one that caught his eye. His favourite paint scheme came from a couple of Datsun's he saw running one weekend. He only hoped that one day his dreams would come true...

And that they did! Danny has owned 4 Z cars (three of which he still has). A 1971, 1972 and 1973 240z, as well as a 1977 280z. It's his 1971 Datsun 240z that is the prized possession. Back in 1999 he used to drive past this lonely Z car sitting in someone's driveway... apparently not moving... and not having work done on it. Finally he got up the nerve to approach the owner. The car didn't have a motor and the owner was humming and hawing with what to do with the car. Was it for sale? Sure... Danny bought the car for about \$1500 – originally with a green body – and put in a stock motor from our own Charlie Osborne.

Danny then set in for the long and involved process of restoring the car to mint condition. Years of work went into the car with various mechanics and detailing experts. Most notably Mario from Maplecrest Upholstery redid the interior. If you can't tell by the pictures – then you need to check out this car in person – it's stunning. The interior was completely redone – floor, trunk area, pedals, dash, carpeting, seats. The seats are custom Fiero seats with speakers in the headrests. The dash has a cover protector and all new



Danny Singh and his 240z place 1st at ZedFest in 2005

by Diane Dale



The beautiful BRE styling of the 1971 Datsun 240z

gauges installed (with additional toys to boot). The hard work has paid off. Last year Danny's car placed 1st in the ZedFest 240z modified category.

Some final tuning last fall and the now car is ready to go. This year Danny is hoping to get down to 12 seconds – to beat his best time of 14.7 seconds.

Best of luck Danny – we're looking forward to seeing you and the magical Z back in action!

SIDEBAR

Name: Danny Singh

Occupation: Appliance Technician

Family: Wife - Donna, daughter – Anita, son - Brendan

Hometown: Brampton, Ontario

1971 Datsun 240z (among others!)

2.8L turbo – blow through system

Weber triple carburetors 40s

Suspension, Iboc springs, Tokico Shocks

3" stainless steel exhaust

Stock body

AutoMeter Gauges



Modifications make this a very fun car to drive



Danny takes his 280z out for an Ontario Z Car track day

But where Danny has had his most fun with his car is at the drag strip. His first experience was with the Ontario Z Car club. It was a little nerve wracking as he wasn't quite sure how the whole process worked – but he quickly picked up the pace and realized there was much more fun to be had. Since then he's been a frequent visitor to the Cayuga Drag Strip for practice, practice and more practice.

As many Z car enthusiasts, Danny has spent much time (and money) trying to tune his car for the best performance. He has tried different modifications such as adding triple Webers, installing a True Blue turbo system, suspension adjustments, changing gear boxes, different tires... the list goes on. Subsequent visits to Whitehead Performance have pulled it all together nicely.



Custom seats, steering wheel and interior carpeting make a stunning difference

VINTAGE AUTOMOBILE RACING ASSOCIATION of CANADA

International Vintage Racing Festival 2006

This year the Vintage Automobile Racing Association of Canada (VARAC) celebrates a couple of milestones in racing history. It is VARAC's 30th birthday and in turn VARAC will celebrate 40 years of Trans-Am racing at the annual VARAC Vintage Racing Festival at Mosport International Raceway, June 22-25, 2006. You can expect to see Mustangs, Camaros, Jaguars, Porsches, BMW's, Alfa-Romeo and other Trans-Am cars on the entry list. **Keep in mind that there is expected to be at least six Datsun Z cars racing – and a couple of 510s!!!**

Mosport was one of the original Trans-Am tracks, hosting the "tin tops" ferocious battles between names like Mark Donohue, Parnelli Jones, Dan Gurney and many more. In addition to the Trans-Am cars the VARAC Festival will feature Vintage/Historic Sports, Monoposto, Wings and Slicks, Classic Sedans and more. All this plus an infield classic car show will make the 2006 Vintage Festival an event to put on your calendar.

If you have an interest in racing and want to check out VARAC there's a ton of information at www.varac.ca.

Talk to any VARAC member at the track, we'd love to see you join us!

VARAC Vintage/Historic 2006 Season

June 3-4	CRDA Shootout	Shannonville
June 23-25	VARAC 27th Vintage Festival	Mosport
July 7-9	PVGPA Historic Races	BeaveRun, Penn.
Aug 12-13	BARC-OC Touring Trophy	Mosport
Aug 26-27	CRDA President's Cup	Mosport
Sept 22-24	Fall Classic	Mont Tremblant
Sept 30-Oct1	CASC-OR/Panoz Celebration	Mosport

VARAC Group 70+ 2006 Season

June 23-25	VARAC 27th Vintage Festival	Mosport
July 7-9	ATTO Can. Vintage GT Challenge	Molson Grand Prix, Tor.
Aug 12-13	BARC-OC Touring Trophy	Mosport
Aug 26-27	CRDA President's Cup	Mosport
Sept 30-Oct1	CASC-OR/Panoz Celebration	Mosport

Come out and support our own OZC member Diane Dale, Group 70+ racer, on these dates above.



See what you are missing!



There's BMWs & Jags too



Diane was racing at Mosport on May 13-14

TAKE IT TO THE PARKING LOT?

Autoslalom is a legal, safe, inexpensive way to have some fun with your Zed. A number of clubs organize and run their own autocross series. These events are open to any competitor on a "show up, pay (\$30) & drive" basis.

Check out the HADA Club at www.hadamotorsport.com. They run at the Powerade Centre in Brampton, on Kennedy Rd., north of Derry Rd. Upcoming dates are July 8, Aug 13, 27 & Sept 16.

Or try the Mazda Sportscar Owners Club at www.wiredmotorsports.com/pitl. They run at the Bronte Go Station in Oakville. Upcoming dates are May 28, June 11, 25, July 15, 30, Sept 9 & Oct 8.

Zed Ed.



MONTHLY MEETING MINUTES—COME ON OUT & JOIN IN

Ontario Z - Car Eastern Meeting Minutes

Route 66 Sports Bar & Grill, Toronto

Wednesday March 1, 2006, 7:30 pm

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

The monthly Eastern meeting was held at Route 66 on Wednesday March 1, 2006 and was chaired by Tom Dickson. There were 17 people present.

1. President's Update - Terry

Due to the upfront cost of renting a track, there will be no OZC track school/lapping day this year. An offer to attend their track days has been extended by the Oshawa Motorsport Club to OZC. Details and dates are in the February edition of Zedline.

A preliminary version of Zedline produced by Howie was circulated for review and comments by those present. Details as to format and printing costs are still to be worked out.

Planning for Z-Fest will start early this year. Alternative locations were discussed, with a tentative date sometime later in the summer proposed.

Sunoco has provided sponsorship dollars to OZC this year after last year's absence. We should put their logo in Zedline and invite them to our club events.

2. Treasurer's Report - Erle

No numbers were provided as Erle was still in the process of assuming control of the bank account and the books from Quentin. Once the bank account has been set up with new signing authority, we will prepare a budget for 2006.

3. New Business - Tom

Tom Dickson had talked to a belt buckle manufacturer and he put forth an idea of making OZC belt buckles. We would require a minimum order to make it cost effective and feasible. People can follow up with Tom who may collect names to see how many are interested.

4. Swap Meet

The swap meet has been confirmed and it will be held this year at Whitehead Performance on Saturday April 22, 2006. Details to follow.

5. Merchandise - Terry

Terry has set up our merchandise account with a new manufacturer that will allow us to place an order for small quantities. A new order form will be placed in the upcoming issue of Zedline.

6. 50/50 Draw

No 50/50 draw this month.

The next Eastern meeting is scheduled for Wednesday April 5, 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 Chapter Minutes

March 8, 2006, Ernie's Roadhouse, Cambridge

Chaired by P. Radoja for M. Lambert

12 Members in attendance

1. Welcomes

2. 50/50 draw tickets. A financial breakdown of the 50/50 draw was given. 50% of the cash goes to the winner of the draw. \$10 goes to Mike Lambert who is collecting money to purchase Zed related books to send to the Watkins Glen Automobile library on behalf of our club. \$10-\$15 goes towards general door prizes and anything left over goes into a slush fund to finance our chapter activities and guest speakers.

3. Agenda – 2 potential guest speakers were unfortunately unavailable for tonight's meeting. Also the Executive has not had their meeting as of this date. So.... We are left with a discussion as follows.

4. Club Events – There are many activities available to our members this season. It is recommended that members visit the Ontario Z- Car website to stay informed about dates and times.

- April 22 Swap Meet at Whitehead Performance starting at 10:00 am. There will be a \$10/table charge this year. Bill Roper asked if there could be more promotion of the meet to make the trip and effort worth his while. Rick Scott suggested that Nissan dealerships could possibly promote the meet.

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

- May 20 or 27 Eastern Golf Tournament planned by Edmarc - dates, costs and contact were sent out recently in an e-mail. Contact Edmarc by March 17th if interested.

- 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 next issue of Zedline and on our website - contact so he knows how much food to order

(NOTE: This car show & shine is going to replace the club meeting the following week).

- June 24th Drag Day #1 – St Thomas Dragway – Organized by Jim Maw at BBQ at Mike Lambert's afterwards. Contact Mike at again for numbers and food.

- June or July – Lapping day at Shannonville (Cancelled). A joint event with the Mazda RX-7 club. (Note this event has been cancelled due to many uncertainties)

- July 9th -The Pinery Flea market – You have to see this market. It has a cool outdoor bar with an awesome singer. Later we will park on the beach and have dinner in Grand Bend. Planned by Pete Radoja. Contact so we know you are coming.

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

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

MONTHLY MEETING MINUTES—COME ON OUT & JOIN IN

- 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 #2 at St Thomas Dragway followed by dinner at an open air restaurant on the beach in Port Stanley. Contact Jim Maw at for the drag strip and Pete Radoja for reservations on the beach pradoc298@rogers.com.

5. New Business – Bill Roper gave a presentation on the Mitchell Collision Estimating Guide Manuals that he brought with him. These manuals are useful in helping identify parts and their associated part numbers (if they haven't changed). Rick Scott was able to supplement Bill's lecture with current industry technology.

Thanks Bill and Rick.

6. Thanks to Rick Scott and Brantford Nissan and Terry Weston again for generously contributing some awesome door prizes.

7. Next meeting – Alaskan Fish and Chips in London on April 12 2006 at 7:30 pm.

Minutes by Pete Radoja

Ontario Z - Car Eastern Meeting Minutes

Route 66 Sports Bar & Grill, Toronto

Wednesday April 5, 2006, 7:30 pm

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

The monthly Eastern meeting was held at Route 66 on Wednesday April 5, 2006 and was chaired by Tom Dickson.

There were 22 people present including guests Philip Amshad, President and Bruce Gray, Vice-President, of the Oshawa Motor Sport Club.

1. Vice President's Update - Tom

Tom and Erle attended the March meeting of the Canadian Automobile Sport Clubs - Ontario Region (CASC-OR). OZC is an affiliated club of this governing body of sport car clubs. Among other things, they provide liability insurance coverage for club executive members and for any club sponsored motorsport events.

Of interest was their Treasurer's report for 2005 that had a significant deficit for the year. This was mainly due to the CASC-OR decision to support the race organizing clubs in purchasing the gate at Mosport race events to allow free admission to the races. It was successful in drawing more spectators to the events and it will continue for 2006.

No club activities took place during the month of March.

2. New Business - Terry

Terry informed those present that the Executive was proposing to change the membership renewal process. Instead of renewing on the date you originally signed up, all memberships would be renewed at the same time each year. This renewal period would be in either Nov-Dec or Jan-Feb for the new year. This would pro-

vide a consistent message to all members about renewing their club dues and it would provide the cash flow at the beginning of the year so we can plan our activities based on available funds.

Membership dues may also be increased slightly from \$45 per year to the range of \$48 to \$50. This increase is under review by the OZC Executive Committee.

After much discussion, a motion was put forth to support these proposed changes, renew dues once a year at the same time for everyone and a potential dues increase. A show of hands indicated a big in favour vote for the proposed changes.

The details of how we will make the transition for the 2007 dues have to be worked out. Members will be informed via Zedline or prior to their current expiry date.

3. Swap Meet

People were reminded of the upcoming swap meet at Whitehead Performance on Saturday April 22, 2006. To cover off some of the costs, there will be a seller's charge for the use of a table. Food (BBQ lunch) will also be sold. Sellers were asked to inform Greg of their intention to rent a table. There were about 8 so far, more expected to show up.

4. Toyo Tires Tech Session at Steve's Tire - Terry

Terry reminded everyone of the tech session to be held at Steve's Tire Sales in Concord on Wed. April 26 at 7:00 pm. About 3 car clubs have been invited. Representatives from Toyo Tires will be there to present information on their tire lines and to answer questions. It should be an informative session.

5. Dyno Day - Philip, OMSC

Philip Amshad invited OZC members to come out and participate in their Dyno Day. It will be held Sat. April 15 at Dyno Power Services Ltd., 24 Ingram Dr., Toronto. The base run is \$50.00. Details are available on the OMSC website.

6. 50/50 Draw - Wes

Wes Hore was back and conducted our 50/50 draw. The lucky winner of the \$40 cash prize was Nigel. Wes had a whole bunch of car care products as additional prizes to make up for his absence last month. Winners were Bogdan Kurek, Bobby Kara, Vince Santoro, Bill Warren, Bob Chwalyk, Steve Ross, Edmarc, JP, Tom and Erle.

The regularly scheduled Eastern meeting for the month of May has been cancelled. Instead we will be having a joint East-West Chapter meeting on Wednesday May 10 at a venue located in Milton. Time and location to be determined, Terry and Michael are looking into this. Details will be posted on the OZC forum and an e-mail message will be sent out.

Minutes recorded by Howie Yoshida

Ontario Z-Car Western Chapter Minutes

April 12, 2006

14 Members in attendance

(and 3 wives went for dessert with Tina Lambert)

1. Welcome by Mike Lambert and 50/50 tickets.

2. Upcoming events – Mike suggested that we check the website so as to save time tonight (not many changes).

MONTHLY MEETING MINUTES—COME ON OUT & JOIN IN

3. Presentation by London Reman - We had an interesting presentation by The London Reman who are alternator and starter repair specialists. They described the operation and maintenance of alternators specifically. They also discussed the changes to alternators over the years and the demands placed on them by the new technologies requiring extra power in our new and modified cars. Good job London Reman.

4. President's Report – Terry Weston joined us tonight to inform us of a proposed change to the way membership dues are collected in our club.

The key points in his presentation were as follows:

It is difficult to budget for club activities & Zedline when we don't know how much money the club will generate from membership dues. Each member has a different renewal date and some members resign, move on or forget to renew.

Because of the above situation, some Executive members have had to put out cash from their own pockets in advance to cover club expenses. Terry and most of the Executive felt that this was not a good situation.

His proposal was to change the renewal date of our fees so that all memberships would come due at the end of the calendar year (December). This way the Executive would know exactly how much money it has to work with for the coming year.

Each member's renewal amount would be pro-rated up until this coming December, at which point their dues would be payable for the new year (2007).

Terry also proposed that fees should go up slightly to offset the following expenses; ZCCA memberships, printing of the Zedline (which costs us more now), pay some expenses from last year and to have some cash for activities this year.

A discussion followed Terry's presentation with arguments both in favour and against the new proposal. An informal and unofficial vote took place to determine how the members in attendance felt about the proposal.

Results – 12 in favour of supporting the proposal

- 1 against the proposal
- 1 couldn't vote because his membership wasn't current

A few dates members should remember:

-April 26th Steve's Tire for a tech session by Toyo Tires, 6 – 10 pm in Concord

-May 10th East-West Joint Meeting in Milton - check the website for details

-June 4th Wine Tour – Steve Karniej is coordinating

-June 8th (Thursday) car show followed by a BBQ at Pete Radoja's

– NO MEETING ON JUNE 14th

-June 24th Drag Meet No. 1 at St. Thomas Dragway – BBQ at the Lambert's afterwards.

Next meeting in Milton May 10th

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.

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)



LAPPING IT UP WITH THE OSHAWA MOTOR SPORTS CLUB

by Bill Husar & Erle Strauss

As you all know, we have changed the day that the Eastern Chapter meets to the first Wednesday of the month from the first Tuesday. It has made a difference to me; I have joined the Oshawa Motor Sports Club (OMSC). They meet the first Tuesday of each month at the Whitby Yacht club. OMSC has about 100 members and they like to race.

They have 6 lapping days planned this year and the first day was at the Mosport DDT on April 29. What a deal, \$135 for OMSC members and \$150 for non-members. The driving school which Erle Strauss attended, was a little more expensive.



Lots of seat time today



Bill's 280ZX & Erle's 300ZXTT ready to hit the track

I attended the lapping day on April 29 with my 280ZX turbo. This was its maiden voyage and I pushed it hard, it performed well. The day started at 8:00 am and there were 4 sessions on the track, about 1 hr each. I was on the track for two sessions and my car was over heating. Looks like I need an oil cooler.

I arrived at 8:00 am and Erle was also there as an OZC participant with his green car, 300ZXTT (Erle, it looks great!). For any one who has never been on the track, it is great, OMSC also offered a driving school, Erle can provide details. At the end of the lapping sessions, a BBQ dinner was also provided.

Here is your chance, sign up for their next lapping events and have a great time. The price is great and OMSC runs a great day. Check out their web site, there is a link on our web site. See you at the track.

Bill



With this colour, how can you not avoid me?

with an instructor. There were a lot of details about negotiating turns and vision training to "look where you want to go." We were also taught the meanings of the various flags that the marshals on the course would be using.

My instructor had been practicing lapping for 20 years. As he said, he is still learning and practicing every year. Practicing certain parts of what you learn at the school is very important to master "control" during lapping. The nice thing about lapping is there is "no passing" and "no bad behaviour" on the course. It was not tolerated and you would have been removed (black flagged) from the course very

quickly.

OMSC has been conducting their lapping events for many years. This day was done very professionally! Their events are worth going out to, plus improving your driving skills. This was the first time in 2006 that my 300ZXTT was fixed up & on the road. I was very impressed with my ZX & it had no problems. I, like Bill, suggest that members from OZC should get their "feet wet" and start lapping!

Erle

PS. Myself & others had photos (~200) taken by a professional photographer of the cars on the track.

As previously put in Zedline, OMSC has booked a number of 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.

Our invitation still stands. 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 remainder of the OMSC schedule for their club events at the track:

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.

2006 Z-CAR CLUB of ROCHESTER AMAZING COLOURS FALL FESTIVAL!

Here are some of the highlights, full details and pictures, in colour of course, are available at the ZCCR website at www.zccr.net.

The tradition continues, ZCCR is preparing for another weekend of entertainment, friendship and an amazing tour through the finest Scenic area of New York. Our ZCCR AmaZing Colors Fall Festival is set for Sept 29, 30 & Oct 1.

The event is hosted by the R.I.T. Inn and Conference center located on the outskirts of Rochester. Register Friday afternoon and join the Icebreaker reception with hors d'oeuvres and refreshments (including a special draft from a local craft brewery and interesting wines from Finger Lakes regional vintners).

Saturday, cruise through some truly spectacular areas of our Finger Lakes region. Time will be available on your tour for stops along the way at wineries, a brewery, interesting shops and with the opportunity to immerse yourself in the brilliant colors of fall. After, join in a Post Cruise Reception with cash bar. The evening will be capped off with a buffet dinner and charity auction event. We'll have plenty of opportunities to bid on Z car parts, gift certificates and memorabilia.

Sunday, prepare for the car show. There will be the usual people's choice voting with trophies for several categories. This is a weekend for sharing and having fun. Here is the venue to enjoy the common thread we all have. See your friends and the beauty that nature will provide in the colors of the foliage.

Registration is \$60 (US funds) per attendee for the weekend which includes a Friday Ice-Breaker reception, the cruise activities, a Post-Cruise reception (cash bar), dinner at the charity auction event and then the car show Sunday!

Our host hotel is new to us, it's a really wonderful place ... check it out here:

<http://www.ritinn.com/> ... The rooms will be available for \$79/night for a king or two-double arrangement. Originally built as a Marriott hotel, it lacks for nothing.

If you have any questions feel free to contact Mike Noonan or Frank McGinley, the event co-chairs again this year!

Mike Noonan, E-mail: gotmoxz@frontiernet.net

Frank McGinley, E-mail: fmcgin1@rochester.rr.com

EVENTS! EVENTS!! EVENTS!!! for 2006

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

June 4 - Wine tour, Niagara area, Coordinator Steve Karniej (**see details below**)

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, Christie Lake Conservation Area, Dundas

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

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

"Z" Wine Tour Itinerary, Sunday, June 4, 2006

- 09:30 am - Meet in Tim Horton's parking lot at #20 & Mud St. for official start.
- 10:00 am - Depart from Horton's. Tour along Ridge Rd., where there are some nice views of the "Golden Horseshoe", to Vineland Estate Winery nestled part way up the escarpment for a wine tasting.
- 12:30 pm - Continue on some of the twisting roads of the escarpment by touring around Short Hills Provincial Park on our way to Port Dalhousie for lunch. There is a large parking lot right at the mouth of Lake Ontario and Twelve Mile Creek with restaurants, pubs and snack bars within a block of the parking lot.
- 02:00 pm - Leave for Niagara-on-the-Lake by traveling along scenic Lakeshore Rd. over the Welland Canal past orchards, vineyards and other diversions.
- 03:00 pm - Arrive at Peller Estate Winery just off the scenic Niagara Parkway for a tour and wine tasting.

Z Wine Tour will officially end at Peller Estate Winery; however, members may:

- Continue into Niagara-on-the-Lake for shopping / dining
- Travel on to Niagara Falls for dining, sightseeing...
- Return home along QEW

Additional information (venues, directions...) can be supplied if any members need it.

Please contact me for any other information.

Steve Karniej

E-mail: steff214@hotmail.com

PROJECT DATSUN 240Z

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 year and a half with an estimated additional year to completion. It is being undertaken by Philip Amshad.

Philip has served on the Executive of the Oshawa Motorsports Club (OMSC) for the past 10 years, and has just started his fourth year as President.

This Project Datsun 240Z series of articles has appeared in the OMSC newsletter each month over the past year or so. Zedline is running Parts 3 & 4 this month.

Zedline Editor

Project Datsun 240Z - Part 3 "Off my rocker....."

by Phil Amshad



Work continues to progress on Project 240Z. My goal for this month is to finalize some key dimensions of the body and central frame structure. I plan to build the frame in three sections with the front and rear snout fabrication to follow later.



The GCR's state in section F4a4, "All component part of the bodywork, such as hood, doors, fenders (see item B.8.), deck lid, *rocker panels*, windshield surround, roof, etc., may be lightened or replaced by ones of alternate materials, provided the shape, size, and relative position is identical to the original or approved alternate." Section "B" continues; "Restrictions regarding external body

shape and use of belly pans is aimed at preventing attempts to obtain ground effect or streamlining. Provisions in the rules permit one-off chassis and frames to reduce the cost of building and repairing GT cars, not to permit high technology (streamlining and/or ground effects)." "Semi-monocoque or monocoque construction is prohibited."

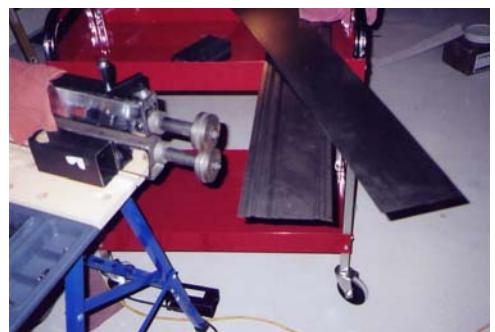
Starting with what the rules mandate, I will be building a "silhouette" car. A full tube frame will be constructed inside what was once a unibody chassis, and when completed, only the outer skin will remain. Since every project needs a starting point I will begin with the replacement of the inner and outer rocker panels. When this project began, 18 years ago, I purchased a set of "replacement" outer rocker panels. As you can see from the pictures now, there is not much left of the lower 7" or so inches of the car. Still, it took 4 hours to remove and prepare the "A" and "B" pillar on one side of the car for the replacement panels. As I stood back from the car at this point to take the picture I thought, "I must be off my rocker!"

The new outer rocker is pressed from 20GA steel. The original was equivalent to 18GA. The inner rocker, which was a key structural component of the car, was pressed from 16GA steel. Since none are available I fabricated a set from 20 GA steel,

which I flanged and beaded for strength. The perimeter of the tube chassis will be welded to this.



Two things to consider if you are planning to take on a project of this magnitude - most unibody construction utilizes spot weld ranging from 1/4" to 3/16". Currently, the Canadian law for unibody panel replacement requires all panels to be fastened using plug welds of 5/16" or 8MM. All off shore pneumatic panel punches, including those from the US, are only 3/16". Both "Snap-On" and "MAC Tools" sell the correct panel punch. The second is to be sure that your Tetanus shot is up to date. A new shot is required every 10 years.

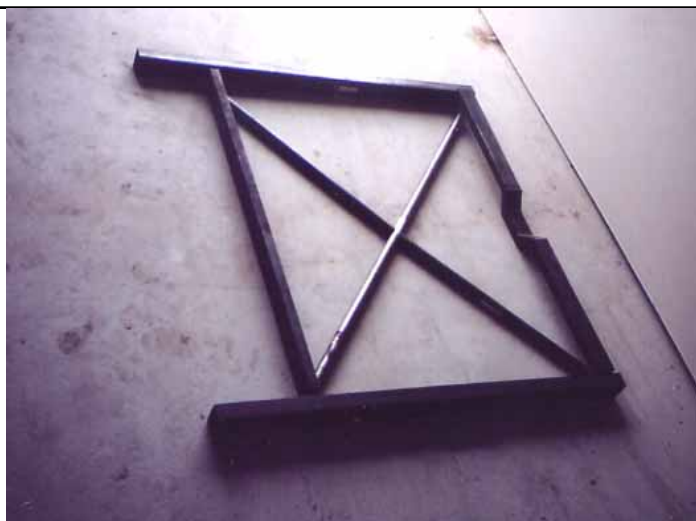


In the next issue I will continue with the installation of the inner and outer rocker panels along with the fabrication of the lower portion of the "A" and "B" pillars. With any luck it will be goodbye Fred Flintstone and hello Goggles Pisa no. So until next time, enjoy the pictures, **keep your car and yourself safe and we'll see you at the track.**



Project Datsun 240Z-Part 4 "All's weld that ends well..."

by Phil Amshad



Racing and comes complete with an "X" brace made from 1½" ERW round tubing. I plan on having this framework cut and tacked in place by the next issue of Fast Lines.

Ten or so years ago I picked up a "N41" cylinder head



This issue of Project 240Z was slated to focus on the chassis fabrication. However, as most of our members already know, sometimes these projects take on a life of their own. Building a car from scratch often requires that certain key components be finalized before other parts can be designed. For example, the drivers seat dimensions, material and mounting hardware must be determined before the cage layout is finalized. Engine placement, setback and firewall location must be decided before the tube chassis can be constructed. According to the SCCA rules for GT2, section F.4.b.4, "the fire wall and floor may be replaced with aluminum alloy or steel provided they remain in the same location as the recognized model. Firewalls may be modified or notched for installing headers, or carburetors, or to allow engine relocation as authorized by these rules".

As I stated in an earlier issue, I plan to construct the chassis in three sections. The central section comprises of two frame rails and the front and rear cross member. This perimeter frame is made from hot rolled 2"x3" steel with a wall thickness of 0.120". The rear cross member was also supplied notched for drive shaft clearance. This "Universal Sub Frame Kit" was purchased from CSC

from a 280Z. This head is the late style casting which came with fuel injection. This head also came with 44mm/1.73" intake valves and 35mm/1.38" exhaust valves. The stock 240Z had 42mm and 33mm valves. The seats in this head will be replaced to accommodate even larger, one-piece stainless valves that measure 45mm and 36mm.

I have also started the process of welding up the holes left by the removal of the fuel injection hardware. The chambers received a significant amount of material in the "quench" area. I am changing the shape and therefore flow through this non-cross flow casting. I have also raised the port roof 2mm, which will straighten the run into the chamber.

The final chamber volume will be reduced by over 17cc, which will bring the static compression ratio to 13.47:1.



Another weak link in this rod is the 9mm rod bolt. Although the bolt diameter was increased in 1971 from 8mm to 9mm, any RPM's over 7500 caused the bolt to fail, which took the engine with it. I therefore had Ajax Engines ream and install 3/8" rod bolts from ARP.

These bolts are designed for the big block 396-CID Chevy engine. I am also running full floating pins, which although noisier, will reduce internal frictional losses. These pins will be run directly on the steel rod, at the suggestion of Ajax Engines, with no bushing. Two 3/32" oiling holes have been drilled in the small end at about 45% to the beam centerline to facilitate pin oiling. Once final balanced, the rods should weigh less than 500g.

I have not taken into account the deck height clearance, piston ring depth, or the finished piston valve relief's, which will reduce the CR further. I plan on being around 12.8:1 static. Again, this head will not be "legal" for SCCA competition because material has been added.

The rods have also returned from the machine shop. These rods are the factory steel castings, which measure 5.240" centre-to-centre. I started the prep by removing the forging line on the beams. The edges of the bolt-hole recess was also smoothed, as this is a weak area.

A hand held die grinder was used for this operation, as the grinder marks must run perpendicular to the beam. Please note this one operation significantly weakens the rod because the removal of the parting line caused stress risers on the surface of the beam. The rods must be shot-peened to relieve this stress and surface-harden the rod.

I hope that you have enjoyed this installment of the project. Next month I hope to be back to fabricating the chassis. Until then, **keep your car and yourself safe and we'll see you at the track.**



SUPPORT FOR PROJECT DATSUN 240Z PROVIDED BY

Ajax Engines	905-686-0015	www.ajaxengines.com
CSC Racing Products	905-954-0517	www.cscracing.com
David Swain Racing	905-985-5202	www.swainracing.com
Grisdale Racing Products	905-627-0224	www.grisdale.com
Metals Plus	905-721-0050	email:mscoc@ican.net

INSURANCE



**Antique, Classic and Special Interest
Automobile Insurance™**

Sold Exclusively by . . . **WE'VE MOVED!**

LANT & CO. INSURANCE BROKERS LTD.

37 Sandiford Dr., Ste. 100, Stouffville, ON L4A 7X5

Tel: 905-640-4111 • Fax: 905-640-4450 • Web Site: www.lant-ins.ca

1-800-461-4099

**ZEETOYZ
INC.**

WWW.ZEETOYZ.COM



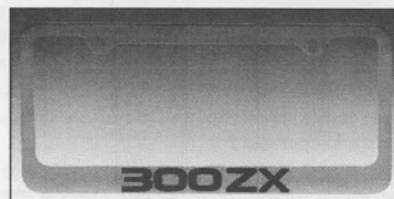
*Specializing in Anodized Engine Fittings for all
makes. Automotive Dress-up Items for Nissan
and Datsun Cars.*

Anodized Fittings

License Frames

Key Chains

Logo Valve Caps



Please visit our website: www.zeetoyz.com

- Phone: 905-379-5847

Mention this ad and receive 10% discount.



DAVID & DONNA WHITTAKER

AMSOIL DEALER

SINCE 1972

WISE CHOICE SYNTHETICS

6029 Robert Ave.

Gowanstown, ON N0G 1Y0

Phone: (519) 291-3536

E-mail: info@wisechoicesynthetics.com

Website: www.lubedealer.com/wisechoicesynthetics



*Come Experience Blue Mountain and Kaytoo, all Ontario Z Car
Members in good standing will receive a 10% discount when showing
their Card. Come see us at the Mill Pond Boathouse.*

176 Jozo Weider Blvd., Village at Blue Mountain • Tel: 705-445-4100



MEMBERSHIP FORM

☐ New Member ☐ Renewal - OZC Membership Number (if applicable) _____

First Name: _____ Last Name: _____

Address: _____ ☐ Address Unchanged

City: _____ Province: _____ Postal Code: _____

Home Tel: (_____) _____ E-mail: _____

Z Year: _____ Model: _____ Colour: _____ Trans. (auto, 4sp/5sp..?) : _____

Classification: ☐ Stock ☐ Modified ☐ Race

Interests : _____

☐ \$45 - One Year Membership Dues

Cheque enclosed, payable to: **ONTARIO Z-CAR OWNERS ASSOCIATION**
3044 BLOOR ST. WEST, BOX 503
TORONTO, ONTARIO M8X 2Y8

12TH ANNUAL

ONTARIO Z-CAR

• 100 + PARTICIPANTS EXPECTED

• SHOW ' N SHINE

• DRIVER'S CHOICE AWARDS FOR FIRST & SECOND PLACE IN DIFFERENT CATEGORIES

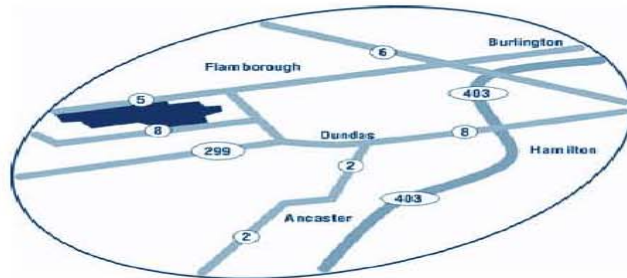
• DJ

• BBQ, VENDORS , SWAP MEET

• 50/50 DRAWS , GIVE-AWAYS

• HIKING , FISHING , SWIMMING

• CASINO , RACE TRACK CLOSE-BY



**CHRISTIE LAKE CONSERVATION
AREA
1000 HWY 5 WEST
DUNDAS, ONT**

MORE DETAILS COMING SOON !

SATURDAY
AUGUST 26th 2006
GATES OPEN AT 9:00 am
ARRIVE BEFORE 12 NOON
FOR JUDGING

**Can't Wait?
Contact Terry Weston
at taw@mountaincable.net
www.ontariozcar.com**



WHITEHEAD

PERFORMANCE

"The Automotive Expertise You Expect"

Specializing In:

Datsun/Nissan "Z" Cars

All Model Years 1970 - 1996



Diane Dale's G70+ 240Z Race Car

Prepared & Maintained by Whitehead Performance

- Complete Shocks & Springs Installed
- Transmission, Differential Service & Rebuilds
- Full Brake Service
- Header & Intake System Installations
- Custom Stainless Steel Exhaust Systems
- General Service of Imports & Domestic



Now Servicing Skyline GTRs

We are Your One Stop Solution for:

- Performance Upgrades
- Engine Modification & Rebuilding
- Wideband Air Fuel Ratio Tuning



134 Rivalda Road (at Weston Rd & Sheppard)

Toronto, Ontario, Canada M9M 2M8

**Tel: 416-665-2220 Fax: 416-665-7824 E: whitehead@on.aibn.com
www.whiteheadperformance.com**

