

ISSUE #5 SEPT/OCT 2006

Bi-Monthly Publication

# ZEDLINE



ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993



## Z-FEST Part 2-The Winners



Ready for the Fall Wine Tour - pg 14

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

## Prez Sez ....

After only been a member for a couple of years, I must say that when I started out my year as the OZC President I knew it would be a challenge. It was not from a stand point of the difficulties or the changes that have been made. It was more of having to follow in the steps of the long line of club members who have given birth so to speak to the current Z heritage we have in Ontario. Given the opportunity to volunteer my time with this current Executive Committee has certainly been a pleasure as they have made my position much easier to take on the tasks to achieve what the members ask for.



Thanks to Howie for continuing with Zedline and for hounding everyone including me as well about getting the articles in...or Erle for his efforts in making sure the club finances are in order and the ideas he has for the upcoming year and to Tom who has the enthusiasm that the club needs. Edward is the one constant to keep the Executive in check and to make us consider what might work or not and Michael and Peter for all the work they has put in to the Western Chapter to make it successful as we all know sometimes, it is easier to sit on the sidelines and watch others. To Jim for helping out organizing events and with Z -Fest but what makes this group special to me at least is all their efforts to make the club a success...thanks to you all.

Now as the year winds down, it is time to ask anyone that has an interest in helping out on a full or part time basis with any of the clubs positions either in coordinating some of the small events or even writing articles, to put your name in. Executive positions as we all know, are in such demand that it is hard to keep all the people away! Remember that the growth of the club depends on new blood coming in and injecting new ideas. At the last joint meeting, I said that I would stay on another year and I only hope that the rest of Executive will do the same as this would allow all the initiatives that we implemented to run on a smooth course into next year.

Strategies in Place for 2006-2007:

- A financial plan and a budgeting process in place;
- Advertising revenue to offset Zedline publication costs;
- Membership dues schedule changed to assist the Executive in operating the club for the upcoming year;
- Z-Fest information and operating manual added;
- Discretionary fund to acknowledge member bereavement or sickness.

For next year, I would like to see a club sponsored track event take place, maybe working with the ZCCR club in Rochester for a Spring Show that would benefit both clubs and possibly expanding Z-Fest into a 2-day event. Any other ideas that you may have or would like to see? Please e-mail any of the Executive and we can try to make it happen.

It's not that early so I would like to wish everyone a safe and Happy Holiday Season.

Regards, Terry Weston, President, Ontario Z-Car

## 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.

**Jeff Corrigan**

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!

## A Special Thank You Card

I would like to extend a deep thank you to all the members of the Z- Car club for the get well card you signed for me at Z-Fest and also for the fruit basket. The calls, cards and your thoughts and prayers were much appreciated and all were a major part of my recovery. I hope to be out to the meetings soon and any upcoming events for sure.

Thanks again for the tune-up. Zee you soon.

Brian Gracie





## **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***

We are in the middle of elections this month, November, looking to fill out the Executive Committee for 2007. Check the OZC forum in late November for the results.

I have help, there's a volunteer! Thanks to Jonathan McDonough who will provide some writing assistance to Zedline. Check him out inside on his write up of the ZCCR Amazing Fall Festival event he took part in. Thanks Chef Jono.

So the driving season is almost over and storage plans are being made to put those Zeds away for the winter. With your resulting spare time, if you were thinking of writing something, now is the time to send it in. All submissions are appreciated as content may be lean for the year end issue of Zedline.

Glad to say that Z-Fest can be put to bed now that we almost identified all the winners. The suspense has ended. Lastly, the continuing build of Project Datsun 240Z returns this issue after space limitations put it on hold previously.

Read on and hope you enjoy this issue.

Howie Yoshida

Zedline Editor

Always asking, Always looking

Send me your stuff!

howieyoshida@rogers.com



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## **Inside this issue, we thank the following contributors**

Terry Weston, Stephen Novak, Tom Dickson, Erle Strauss, Pete Radoja  
JP Matte, John Cross, Jonathan McDonough, Philip Amshad,  
Edward Burkhart, 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"

## And THE 2006 Z-FEST WINNERS ARE .....

By Howie Yoshida

To clear up some uncompleted business, here is our Z-Fest 2006 report Part 2. As mentioned previously, due to the flurry of activity at the end of the day and the rush to get everyone on their way home, we didn't properly document the names of all the award winners. Thanks to the efforts of Eric Wang who took pictures of the award winners, Eric Zondervan for taking pictures of nearly every one of the cars in the show, John Taddonio of ZCCR for identifying his club winners and with help from some OZC forum posts, we were able to gather enough information to identify practically all the class winners.

Here they are, the 2006 Ontario Z-Car Z-Fest award winners. Pictures shown if we captured your car and were able to identify you. (Editor's Note: Email me if you want a copy of the digital file)

### 240Z Stock

#### 1st - David & Donna Whittaker



#### 2nd - Nathan Barnes



### 240Z Modified

#### 1st - Ed Serrano



#### 2nd - Gerry Trzecki



### 260Z All Models

#### 1st - Rick Clarkson



### 280Z Stock

#### 1st - Meg Coon



#### 2nd - Jonathan McDonough



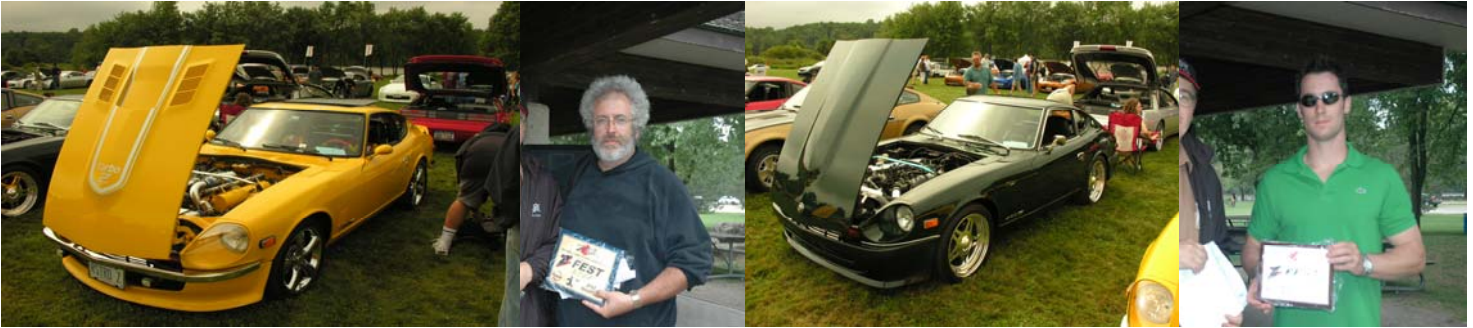


## And THE 2006 Z-FEST WINNERS ARE .....

**280Z Modified**

**1st - Howard Brodsky**

**2nd - Matthew Woodruff**



**280ZX Stock**

**1st - Kevin Hague**

**2nd - David Buttle**



**280ZX Modified**

**1st - Tony Matteucci**



**300ZX-Z31 Stock**

**1st - Kim Carden**

**2nd - Howard Martin**





## And THE 2006 Z-FEST WINNERS ARE .....

**300ZX-Z31 Modified**

**1st - Chuck Gould**

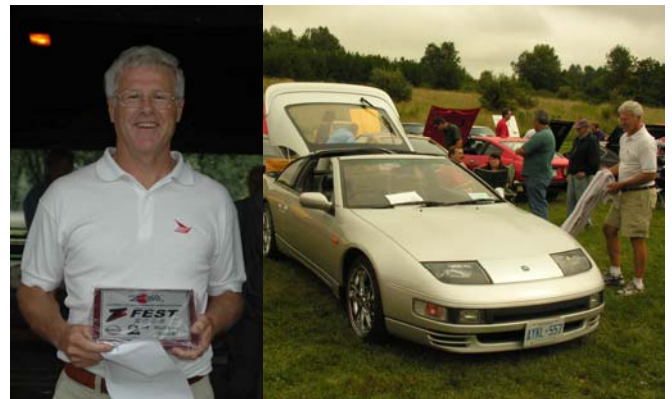
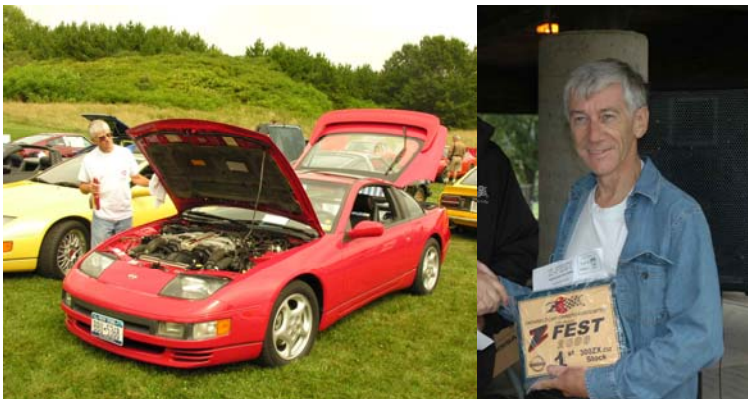
**2nd - David Baker**



**300ZX-Z32 Stock**

**1st - Frank McGinley**

**2nd - Wayne Davey**



**300ZX-Z32 Modified**

**1st -Franco Stancati  
& 1st - Best Engine  
& 1st - People's  
Choice**



**300ZX-Z32 Modified**

**2nd - Mike Podrebarac**





## And THE 2006 Z-FEST WINNERS ARE .....

**350Z Stock**

**1st - Mike Yendrzeski**

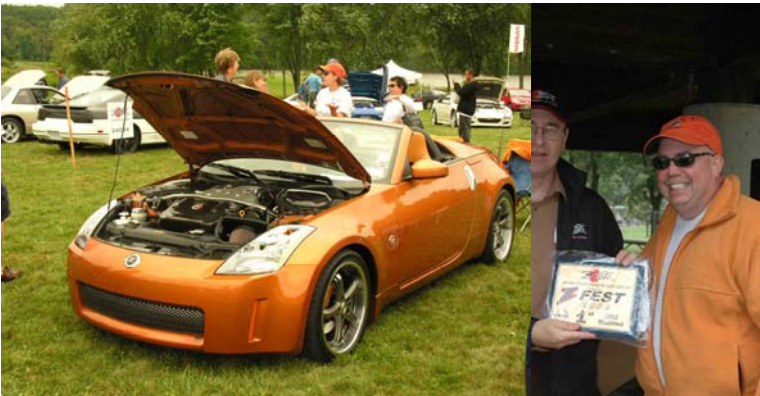
**2nd - Ocean Chui**



**350Z Modified**

**1st - David Bott**

**2nd - Unknown winner**



**Non-Z 1st - Bob Esseltine & also 1st - Best Race Car**

**Non-Z 2nd - Bobby Kara**



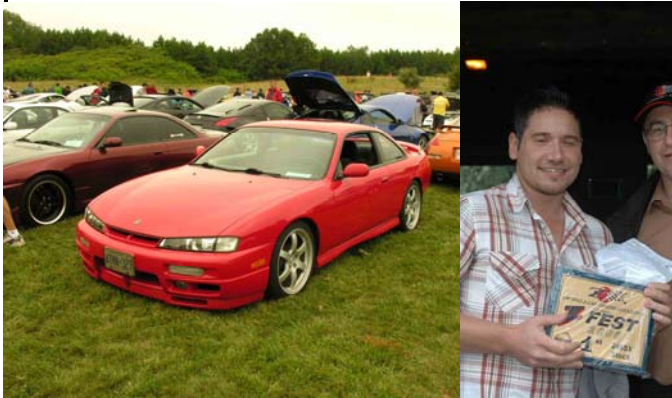
**G35 Modified 1st - Matt Wan**



## And THE 2006 Z-FEST WINNERS ARE .....

### 240SX Stock

1st - Paul Kohut



### 240SX Modified

1st - Philip Yap



Congratulations to all the winners! Thanks especially to those who traveled some distance with the Z Car Club of Rochester to make it to our event. They took home quite a haul, I believe it was 7 firsts and 1 second place award plaque.

Special thanks to our sponsors for their prize donations to the various draws that took place. We can't provide you with the names of the 50/50 cash prize winner, the 3 winners of the \$100 Sunoco gas coupons, the 3 winners of the Whitehead Performance service vouchers totaling \$600 or any of the other numerous prize winners from the rest of our sponsor donations. No one kept track for us. For the last prize, after 2 unsuccessful draw attempts, on the third try, the winner of the set of tires donated once again this year by Steve's Tire was Howie Yoshida.

Looking forward to Z-Fest 2007, a few members of the Executive Committee are already in the planning mode and are putting up ideas about expanding the scope of the event and talking about where we can make improvements so next year's event is underway.

See you in 2007.

## Here's Your 2007 Membership Reminder Again!!

**ATTENTION:** If you received a Green Renewal Form with this Zedline, your membership expires Dec. 31, 2006. This is your opportunity to take advantage of the early renewal discount. "DO IT NOW!"

Fill in the renewal form and send in your cheque for \$45. There are over 60 of you with memberships expiring at the end of December. We're not going to list all your names but check your address label on the envelope that this Zedline came in. Your expiry date is printed on the corner of your address label.

Edward Burkhardt  
Membership Director

		<b>NEW MEMBER FORM (valid to Dec 15/06)</b>	
<input type="checkbox"/> New Member <input type="checkbox"/> Renewal - OZC Membership Number (if applicable) _____			
First Name: _____ Last Name: _____			
Address: _____ <input type="checkbox"/> Address Unchanged			
City: _____ Province: _____ Postal Code: _____			
Home Tel: (____) _____ E-mail: _____			
Birth Date: _____ Name, address, phone & email may be published in membership roster <input type="checkbox"/>			
Z Year: _____ Model: _____ Colour: _____ Trans. (auto, 4sp/5sp..?): _____			
Classification: <input type="checkbox"/> Stock <input type="checkbox"/> Modified <input type="checkbox"/> Race			
Interests: _____			
Cheque enclosed, payable to: <b>ONTARIO Z-CAR OWNERS ASSOCIATION</b> <input type="checkbox"/> \$45 for 2007			
<b>3044 BLOOR ST. WEST, BOX 503 TORONTO, ONTARIO M8X 2Y8</b>			



# AmaZing Colours Fall Festival a Smash Success !

By Jonathan McDonough

The well-organized and well-attended bi-annual event came off without a hitch and was a great helping hand for the Wilmont Cancer Center and the Liver Transplant Patient Fund of the University of Rochester Medical Center.

The weekend generated \$4,000 in profit and with a further contribution from the ZCCR Treasury, over \$7,000 was generated for the two charities. Like most communities the Z Car Club of Rochester group has had personal involvement with fighting liver disease and breast cancer among its members and families.



**"So this is a great way to make that direct connection to a charity and see something done first hand for the cause,"** said Mike Noonan, event co-organizer. Mike pointed out that the kind people at "Black Dragon" were particularly generous with their donations to the Saturday night fund raising auction, with Therese Reynolds responsible for sending two large shipments of goodies, and it isn't the first time they have helped. Other sponsors who contributed to the auction were, Motorsports Auto, Zee-Toyz, Zedd Findings, Z-Therapy, SEATZ Mfg, Arbor Hill Grapery, Z-Tek Manufacturing, Greece Ridge Lincoln-Mercury-Nissan, Merchant St. Smokehouse BBQ & Brew, Heluva Good Cheese, Wegman's, Kodak, Leland Powder Coating, New Era Performance and Tuxedo Corner.

Friday started off with a cocktail reception get-together at the RIT Inn & Conference Centre including local microbreweries on tap. The conference centre hosted the event graciously, with lots of pictures of past events on display.

Saturday the weather stayed favorable for a Poker run through the Finger Lakes region to local wineries and the Curtis Museum that lasted from 9:30 am to 4:00 pm. Also along for the ride in Mike Noonan's well preserved "garage Queen" 10<sup>th</sup> Anniversary 280ZX, were a family of mice, looking forward to the "cheese" part of the wine and cheese event. That evening an auction at the centre raised significant funds for charity, selling off parts, gift certificates and other prizes to a generous crowd. Ms. Bobbie Lanner of What a Stitch Embroidery sent a large treasure trove of specialty-embroidered items (shirts, jackets, tote bags, etc.) all with club or event logos. New Era Performance had done the set up of Dave Palermo's Corvette 240Z and they donated dyno-time which attracted spirited bidding. More than 80 items were to be auctioned off including plenty of treats that were of interest to the navigators.

Sunday, the weather stayed somewhat overcast but clear enough for an enjoyable day and an interesting car show including participants from as far as New England, Maryland and Pennsylvania as well as the Canadian contingent with Terry's 2003 350Z again showing off star status by winning Best of Show. A fascinating entrant from Maryland was Kirk Towner's Fairlady Z, a 1980 ZX purchased in Japan which spent part of it's time in left-hand drive England while he was stationed there.

Ontario Z Club members who wound up winners were...Edmarc Arendoque, Tyler Wood, Charlie Osborne, Dave Ganderton, Roland Beauregard and Jonathan McDonough. Also crossing the border were Vince & Wendy Santoro, Al & Jill Waxman from Kitchener, JP and Pat Matte, Erle Strauss and the cheerful navigators Sandra Weston and Cheryl Osborne. Finally as people started heading home, Dave in his Hybrid Chevy V-8 gave a few 100-yard thrill rides in the parking lot, just to show we aren't all headed for the old folks home just yet.

Congratulations to the many who contributed to the event including event Co-chairs Mike Noonan and Frank McGinley, President of the ZCCR club John Taddonio, David Palermo who MC'd the car show awards, Jim Kosowski, Mike Yendrzski, Mike Krenzer, Kim Carden, Meg Coon and many others who did a great job, mixing pleasure with pleasure, plus raising funds for a great cause.



The full list of winners appears below with Canadians in bold type.

## The "AmaZing Colors Fall Festival" Z-Car show winners were:

240Z Stock: 1. John Taddonio, Rochester NY, 1970 240Z  
2. Rick Cenzi, Rochester NY, 1973 240Z

240Z Mod: 1. Ed Serrano, Niagara Falls NY, 1973 240Z  
2. Bob Mooney, Fairport NY, 1973 240Z

260/280Z Stock: 1. Meg Coon, Hilton NY, 1977 280Z  
**2. Jonathan McDonough, Etobicoke ON, 1977 280Z**

280ZX Stock: 1. Mike Noonan, Canandaigua NY, 1980 280ZX AE

Z31 Stock: 1. John McConnell, Webster NY, 1985 300ZX 2+2

Z31 Mod: **1. Edmarc Arendoque, Ajax ON, 1987 300ZX**  
2. Enzo Volpe, Ikenmore NY, 1986 300ZX

Z32 Stock:: 1. Frank McGinley, Fairport NY, 1994 300ZXTT

Z32 Mod: **1. Harry Planje, Caledon, ON, 1990 300ZX**  
2. Ron Stein, Rochester NY, 1990 300ZX

350Z Stock: 1. Tyler Wood, Ontario NY, 2004 350ZR  
2. Robert & Patricia Pearce, Cicero NY, 2003 350Z

350Z Mod: 1. Debbie Yendrzeski, Fairport NY, 2004 350ZR  
2. David Bott, North Greece NY, 2005 350ZR

240Z-280ZX Daily Driver:  
**1. Charlie Osborne, Kingston ON, 1976 280Z**  
**2. Dave Ganderton, Kingston ON, 1983 280ZX 2+2**

Z31-Z32 Daily Driver:  
1. Kimberly Carden, Rochester NY, 1988 300ZXT  
**2. Roland Beauregard, Toronto, ON, 1987 300ZX**

Non-Z: 1. Craig Litwiler, Corning NY, 2004 Infiniti G35  
2. Mark Kelly, Rochester NY, 1971 Datsun 510

**BEST OF SHOW: Terry Weston, Hamilton, ON, 2003 350Z**



We then returned to the conference centre in the hotel until the reception later that included drinks and appetizers. The evening event was a sit down dinner and charity fund raiser. They auctioned off many donated products associated with Z-cars. There was also a 1980 300ZX turbo "Anniversary Edition" with very low mileage available for bids starting at \$15,000 US. This Zed was Mike Noonan's & he was willing to donate the proceeds of the sale to the ZCCR for the charity. Unfortunately, this car did not sell. All the monies collected that evening were donated locally in the community. The first recipient was the James P. Wilmot Cancer Centre & the other one was the Liver Transplant Program. It was nice to be part of a group to "pay back" in some way to the community!



Showtime on Sunday Morning

To help with car cleaning prior to the show, there was a great set-up with room for 2 Zeds at a time with access to car wash facilities and a shine up area using McGuire car care products. The next morning in the rear parking lot of the hotel was the "Show 'n Shine" event with awards being given away in a number of different classes. I had to go home for personal reasons but I heard that Terry Weston and others OZC members won some of the awards too.

## By Erle Strauss

On Sat. Sept. 30, I left my house at 4:30 am to drive to Rochester to attend the ZCCR Amazing Colours Fall Festival. This way I could register & hook up with the OZC members attending the breakfast at the RIT Conference Centre. There were about 15 to 20 people there from OZC.

The first event was a poker run, plus a long leisurely drive through the Finger Lakes Region. The roads were very winding & the scenery was breath-taking. We got to stop at a number of wineries and small towns to pick up poker cards and to take travel breaks. We walked around many of the small towns with their food markets.

One of the main stops was The Curtiss Museum in Hammondsport, N.Y. In 1907, Glenn Curtiss began his career by first building bicycles & motorcycles and soon became the "fastest man on earth" by going 136 mph on his motorcycle. He had built many different planes when the government contracted him to build some for the U.S. Postal Service, for travel between cities. He also built water planes for the Navy. All in all, it was a very interesting museum! The drive there took about 4 hours depending on the group of people you were driving with.



Closing Remarks to a Great Event



## Well, We Tried for Drag Event #2 but .....

By Stephen Novak

It wasn't for lack of trying that Drag Meet #2 did not take place. Originally scheduled for September 23, a gloomy weather forecast cancelled the event. Then the rescheduled date of October 21, also fell to the same weather conditions fate as it too was cancelled. Well, I went to both cancelled drag days and raced my 350Z!

In October, I ran a 13.15 topping out at 107 mph. My car was running on 5 cylinders as I lost compression in one of them. I had no traction problems as my slicks worked just great. Fellow OZC drag enthusiast Kevin Hague showed up with his yellow Mustang. We both had a great time as I got to race against Mustangs all day. They have a great club and even invited me to race with them that day. Naturally, I picked on cars that were faster than me, won some, lost some but I had some great races. Made many new friends that day.

We could have raced on both days. As the weather was good "the weather man was perfect in his forecasts".



Warming up my slicks & rarin' to go

Jim also indicated that trophies this year will be awarded on the results of the first meet so congratulations to all the early birds. Contact Jim for your trophy.



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### In Memoriam

#### KARATZOGLOU, Christos

With deep regret, we inform the members that Christos Karatzoglou passed away at St. Michael's Hospital on Wednesday, August 30, 2006, at the age of 60. Christos was the beloved husband of Evangelia, proud father of Bruce and his wife Diana, Philip and his wife Rosa, and loving grandfather to Lucas. Christos is also survived by his siblings and his extended family in Greece and Penetanguishene.

Many of you reading this never knew Chris or that he had a strong link to our club and was a significant part of its history. Through his business, Almost Racing, he was an early sponsor of Ontario Z-Car and remained such into the mid to late nineties. He worked on Z-cars and a variety of other vehicles. Chris raced a Datsun 510 and enjoyed building high performance machinery.

As a black belt in the martial arts, his physical appearance belied his actual age. A month and a half before his untimely death, there were no visible signs that all was not well with him. He greeted people with his usual smile and a vise-like handshake. Sad to say that this brave facade of good health, only glossed over the serious health issues that had beset him.

Having undergone extensive tests and treatments, Chris had been battling cancer for many months and knew that he did not have much time left. Chris as he was known to most of us, was a good and decent man. His Markham based business, Almost Racing, will carry on in the capable hands of his son Philip.

Like so many who came before him and those that will follow, he left this life far too soon. Christos "Chris" Karatzoglou will be remembered and he will be missed.

Ontario Z-Car

## MONTHLY MEETING MINUTES—COME ON OUT & JOIN IN

### Ontario Z - Car Joint East-West Meeting Minutes

**Wednesday September 6, 2006, 6:30 pm**

Montana's Restaurant, Milton

OZC Executive Present:

Terry Weston	President
Michael Lambert	Western VP
Tom Dickson	Eastern VP
Erle Strauss	Treasurer
Edward Burkhardt	Membership/ Webmaster
Howie Yoshida	Newsletter

Our second joint East-West meeting was held at Montana's, in Milton on Wednesday September 6, 2006 and was chaired by Terry.

There were 21 people on hand with around 11 Zeds present. Welcome back to Rob Stewart who renewed his membership after a prolonged absence.

As before, it was quite noisy to do any business in the restaurant so we all enjoyed our dinners and conversations and then we adjourned outside to the patio for a short meeting.

#### 1. Welcome - Terry

Terry was glad to see the big turnout and thanked all those who came out for the meeting. It seems the Milton location for our joint meetings is a reasonable location for all to travel to once in awhile.

#### 2. Treasurer's Report - Erle

After all the funds were tallied up and the bills accounted for and paid, Erle indicated that Z-Fest was successfully pulled off and a moderate profit was made. The bank account was looking positive but was buoyed by the membership funds paid in advance for some of the 2007 fees.

#### 3. Z-Fest Report - Terry

Terry thanked the volunteers for all the help in making Z-Fest a big success. He heard only positive comments about the new venue, Christie Lake Conservation Area. There were lots of areas for improvement and we hope to do better next year. A number of new ideas were proposed by Tom to expand the scope of Z-Fest and make it even bigger with more activities on going. Planning

for next year's event will begin earlier and these options will be explored at that time. Anyone attending this year was encouraged to provide any feedback, good or bad to any of the Executive or at the next monthly meeting.

#### 4. Zedline - Howie

Howie had just picked up the Jul/Aug issue of Zedline from the printers and brought copies for distribution at the meeting. Z-Fest was the feature article.

#### 5. Future Events

Eastern Wine Tour September 17 - Tom and Erle have organized another wine tour, this one in the east including stops at 2 wineries and Mosport Raceway and lunch at Haugen's.

Drag Event #2 September 23 - The second drag event is at St. Thomas Dragway. Awards will be based on total points scored from both events. We will be meeting for dinner in Port Stanley.

#### 6. 50/50 Draw - Pete

Michael indicated that funds raised by the 50/50 draw would go towards the purchase of some Zed books which would be donated on behalf of the club to the Watkins Glen Motor Library.

The lucky winner of the \$45 cash prize this time was Jamie Fair. The additional car care prizes were won by Greg Dougall, Klaus Wormsbecher, Erle Strauss and Clive Eastwood.

Thanks to Pete for conducting the draw.

The next regularly scheduled Eastern & Western meetings will be Wednesday October 4, at 7:30 pm, Route 66 Sports Bar & Grill, Eglinton Square Shopping Centre, Victoria Park & Eglinton and Wednesday October 11, at 7:30 pm, Alaskan Fish & Chips, 802 Exeter Rd., London.

Come out and join us.

Minutes recorded by Howie Yoshida

## 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)



## Ontario Z - Car Joint Eastern Meeting Minutes

Wednesday October 4, 2006, 7:30 pm

Route 66 Sports Bar & Grill, Toronto

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

The monthly Eastern meeting was held at Route 66 on Wednesday October 4, 2006 and was chaired by Tom Dickson, Eastern VP.

There were 16 people present and 6 Zeds.

### 1. Welcome - Tom

Tom thanked all those who came out for the meeting, back at our regular Eastern location.

### 2. Past Events - Tom

ZCCR Amazing Fall Festival - OZC was well represented with about 6 to 7 members with their wives/friends attending the weekend event. The cruise was very scenic and quite relaxing on the Saturday. The car show was on Sunday and OZC members Terry Weston, Edmarc Arendoque and Jonathan McDonough plus one other won awards in their respective categories.

Eastern Wine Tour - Tom reported that the Eastern wine tour was also enjoyed by those participating. About 9 Zeds with friends and family were out for the day which included visits to 2 wineries, Mosport raceway and lunch and dinner. Look for further details in the October issue of Zedline.

### 3. Treasurer's Report - Erle

Erle reported that the club bank account had a current balance of \$5100. Approximately \$2400 of that amount was membership dues collected for 2007 which is allocated for the 2007 budget. That left the remainder of about \$2700 to cover off the expenses for the balance of this year. There are still 2 more issues of Zedline to be produced which will reduce the available funds. A report will be done at year's end to compare actual expenditures against the 2006 budget.

### 4. Z-Fest - Tom

The date for Z-Fest next year hasn't been selected but consideration was being given to move it up to sometime in July. Further discussion was tabled to expand the scope of the event with a possible extension into a 2 day event. It was hoped planning would start in the new year and volunteer names were being solicited by Tom already.

### 5. Zedline - Howie

The next issue of Zedline will be for September/October. The cut off date for submission of any articles is October 25. Any and all contributions for the newsletter would be appreciated.

### 6. Future Events

Drag Meet #2 October 21 - This event has been rescheduled due to the rain out on the September date. As it is the last currently scheduled event for the year, it is hoped we will get a big turnout. There will be a convoy organized for members driving out from the East. Check the OZC forum for details.

Children's Wish Foundation Mosport Raceway October 22 - The event is being held at the Mosport big track again this year. New rules this year will only allow licensed (race car) drivers on the track to drive the kids around and a \$125 driver registration fee has also been implemented. They are encouraging car clubs or

anyone interested to come out for a show 'n shine.

### 7. 50/50 Draw

There was no regular 50/50 draw this month but we did have a give-away. Bill Husar brought in a couple of 240Z Hot Wheels racers 2006 edition (available at Wal-Mart) given to him by Bruce Gray of OMSC. In a process of elimination by flipping coins, the last 2 "heads" belonged to Eric Zondervan and Howie who claimed their prizes. Thanks Bruce.

### 8. New Business

The elections for the 2007 OZC Executive Committee will take place at the November monthly meetings. Please consider putting your name into the hat for a position and help out the club.

The next regularly scheduled Eastern meeting will be Wednesday November 1, at 7:30 pm, Route 66 Sports Bar & Grill, Eglinton Square Shopping Centre, Victoria Park & Eglinton.

Come out and join us and vote!!

Minutes recorded by Howie Yoshida

## Ontario Z-Car Western Meeting

October 11, 2006, London

16 Members Present

1. Introduction and welcome by Mike Lambert.

### 2. Upcoming events:

- RM Classic Collector Car Auction on Oct. 20 – 22. Several Zed club members will attend. Bill Dawson shared several complementary tickets – thanks Bill;
- Drag Event (Part II) will be held on October 21;
- Elections in November 2006.

3. Watkins Glen Motor Racing Research Library – Mike asked for any books or manuals that members might wish to donate to the Watkins Glen Library. Mike visited the library last year and was disappointed by Nissan's poor representation. Mike's mission is to send as much literature as possible. If anybody has any books or manuals they don't mind contributing, contact Mike as soon as possible at specialkitchenrecords@yahoo.ca.

4. Dave Whittaker from "Wise Choice Synthetics" (Amsoil) gave a fantastic Power Point presentation on various types of engine lubricants. He tailored his presentation to synthetic oils and their benefits in comparison to mineral based oils. Unfortunately, Dave ran out of time so we hope he will do a Part II session for us. Many thanks Dave.

5. Ladies Night Out – For the last year or so, Tina Lambert has been encouraging the Zed gals to participate in a night out when the monthly meeting takes place. This month they had a wonderful evening at Moxie's Grill. In attendance were; Tina Lambert, Sue Radoja, Karen Gracie and Donna Whittaker. They encourage other women to come out for a fun social evening.

6. Next meeting November 8th at Ernie's in Cambridge.

Minutes by Pete Radoja

## Fall Wine Tour 2006

By Tom Dickson, Eastern VP

My first wine tour was the Spring 2006 Tour along the Niagara Escarpment and it was a lot of fun. It was a nice drive with twists and turns and with a learning experience at the winery. I met other members of the club, both current and some very new ones too. I thought... I bet that club members would like to come out east into the fruit winery country in York/Durham Regions to enjoy a different wine experience.

So I mentioned it to Erle Strauss, my most capable pilot on the Niagara trip and he said, "Do it, I'll help if you need me!" What better incentive does one need, so I some homework. I already had Archibald's Winery north of Bowmanville on my itinerary as it has been an international award winner in fruit wines since its inception.

Sunday September 17 started out as heavily fogged in Bowmanville and I feared it wouldn't clear up for our 9:00 am start. Tim Horton's in Bowmanville was our meeting place to distribute maps that Erle had printed out after laying out a route on the secondary roads to our various destinations. After coffee and a few muffins, we checked that all were in attendance based on our pre-registration and met in the parking lot to take pictures and go over the route to our first stop.



Starting out from Tim's in Bowmanville

base for all his experiments. His foray into wine making garnered some international awards in New Zealand from their first competition and in each successive competition including The Toronto Wine and Cheese Festival where they have earned many firsts. Of special note was a competition in France that featured the best wine producers in the world. There, they received a special award acclaimed by all the judges as they could not decide which category to put their exceptional wine in.

Fred explained many of the nuances of blending different fruits with the apples to produce truly unique tastes. There are dry wines, off dry, semi-sweet, dessert wines and one of the off dry wines being a hard cider that is exceptional. Although not as hard as known in Britain, it tasted like a very well made spicy apple pie. We tasted 8 or 9 different wines and received a full description of what to serve them with and a price list with the food matches. Judging from the sales, I think that most people really learned a lot about fruit wines and about alternatives to the normal grape wines. A few people also availed themselves of the excellent baked goods and apples that were in the bake shop and a few gifts as well.

Next stop was Mosport to see Howie Yoshida doing a regional Solo 2 event that was organized by the Oshawa Motor Sport Club on the upper portion of the Driver Development Track (DDT).



Stop #2 at Mosport Raceway

We proceeded through town past the staging area for the Terry Fox Run and north into the countryside to Archibald's Winery and Orchards. Situated about 10 km north of Bowmanville, this is a second generation orchard that has been in operation since 1967 and is very popular with many visitors all year round. We were greeted by Mrs. Archibald, who gave us a very warm welcome and a history of the orchard. Her husband Fred explained that the winery grew out of his wine making hobby which used apples as the



Checking our Archibald's Store



There were lots of different cars in attendance from Howie's Zed to Hondas and Subarus that put on a good show. At the opening run, a Cobra kit car didn't make the first corner and had an encounter with the tire wall. Suffering only a bent bumper guard and some cracked fiberglass but causing an extensive delay while the wall was repaired, he was not the most popular guy for awhile. "Cold tires, a high performance car and pedal to the metal into the first corner, I wonder why he didn't make the corner", was one comment from a spectator! Howie was bettering his time as the day progressed. For some of the people on tour it was their first time at Mosport and they learned a bit about the facility and the type of events they run. The driver development days that would improve



almost everyone's driving ability piqued a few people's interest. We observed for about forty-five minutes, then headed for lunch at Haugen's Chicken and Rib Restaurant on Highway 12 north of Whitby.

We headed west, then south back on to the road paralleling Mosport and then east, skirting the northern part of Oshawa, along some nicely paved secondary roads with a minimum amount of traffic. Unfortunately the lead navigator, that was me, missed a turn and everyone followed. It was the map, honest, we made a turn around in the Oshawa Zoo parking lot and got back on route with only a slight delay. We arrived about 12:15 at Haugen's when we discovered that we were missing two vehicles. Not having their



Arrival at Willow Springs Winery



cell phone numbers, learning curve here people, we straggled into the restaurant keeping an eye out for our lost ones who turned up about 15 minutes later. They had been cut off by a gravel truck entering the road near Mosport and by the time they got moving we were out of sight. After a wrong turn and some looking at the map they were back on route. We enjoyed a good meal and some great conversation at Hagen's. It is the site of a Wednesday night get together for a show 'n shine for cars from all over during the summer months. Some of our club members attend this gathering of cars from classics to out and out hot rods.

Next stop was Willow Springs Winery on Bethesda Road, northwest of Whitechurch-Stouville. So again consulting the not so trustworthy map, we headed west along Goodwood Road to the eastern end of Bloomington Side Road, east to 9th line then south to Bethesda road, across the 10th Line and 2 km run to the winery. Built to look like a house, this winery is not traditional in its appearance. It has a large conference room attached for business meetings, weddings or banquets. The processing



Willow Springs Store

area is in the back with the vineyard only 30 metres behind the building and the oak aging barrels are under the building. This is a VQA winery, a traditional grape winery under contract to the LCBO to supply a minimum amount each year to maintain VQA status. The Manager and our host, Grant Macleod gave us a history of the vineyard which is the northern most vineyard in Ontario. The winery is owned by the TESTA family who found by accident that the soil on the farm might sustain grapes, so it started out as an experiment to see if it would be a viable vineyard. They blend different grapes from Niagara with grapes they grow on site to produce their own taste/blends of standard wines. We went out into the vineyard to see the grapes and learn about soils, types of vines and why these were not the tall plants as seen in the Niagara Region. Reason; lower to the ground makes the plant less prone to frost damage. Harvesting was going on at that time and it was explained how the grapes are handled throughout the process. We concluded our visit with some purchases of wine and accessories before bidding our fellow club members and guests adieu and a safe journey home.

Thanks to all who came out and supported Erle and my efforts to put this event together. We hope to put on another tour next fall and another social event before the end of the year. So get out to your chapter meeting to find out and join in with us!

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## Another California Z-Car makes it to the Frozen Tundra (or.. mechanical mayhem and the perils of bringing up a salvaged vehicle from the USA)

By John Cross

I just completed bringing up a solid 1978 2+2 automatic from California and thought it would be worthwhile to inform the OZC membership how much more difficult this has become from the last time I did this.

It seems that the California DMV has changed the way they do business, probably in order to save money, and they have made things more difficult to export a vehicle. This was made more difficult by the fact that the car had a Salvaged Title. Recent events (New Orleans) have made the government very nervous about fraud from vehicles with this kind of branding. This has created a paperwork nightmare that makes the whole endeavor very risky.

If you want to know more, go to the Ministry of Transportation (MTO) website ([www.mto.gov.on.ca/english/](http://www.mto.gov.on.ca/english/)) and type "Vehicle Branding" into the search function. You will learn all about the Mandatory Vehicle Branding Program. This has only been brought in, in the last several years. The US Title clearly says salvaged on it, and it is not a minor detail to the MTO. They require certain inspections be done and that paperwork be in order for you to register the vehicle in Ontario. After I finally got my Salvaged Title from California and showed up at the MTO with all my paperwork in order, I received a Branded Rebuilt Ownership. It has stamped on it "Rebuilt" which is equivalent to a Salvage Title in the US. It is irreversible. I have to look into an Appraisal/Collision Coverage. I am not sure it is worth it. The irony is, this is by far the most safe, solid car I have ever driven in Ontario. My recommendation: if it is a Salvaged Title, walk away. However, I am finally happy to enjoy driving my new Z car. In retrospect, it has been one of the best buying decisions I have ever made!

This all started when my old blue 280Z 2+2 finally bit the dust. I had a lot of knowledge, and some good parts, invested in the car and I wanted to put it to good use. I looked for perhaps a year on eBay and elsewhere, thinking that I could buy something with a solid shell and perhaps transplant the engine. I quickly realized that that was too costly to consider. While doing this, if the owner mentioned a Salvage Title, it did not concern me. In the US, they are not as sticky about these things. It was not a concern to them, so it was not a concern to me.

I began to realize that in order to get something decent, I was going to have to plunk down \$4 K-\$6 K on eBay and hope for the best. It did not sit well with me. I did not want to buy something that I could not see in person. After about a year of this, I saw a car on zcar.com. It was mid-January, and the owner was in Silicon Valley. He was talking about an amount of half the range that I am quoting above. I took a weekend and went down to see the car, giving him cash on the spot. The owner was very honest. Everything he said rang true. The car had been in his family forever, having been driven by a little old lady (literally). It was passed down, to the point where there was no one with the patience or knowledge to take care of it. It was at the point where, although it was a low-mileage vehicle, age was beginning to have its effect. Stupid things like brittle fuel lines, etc. In looking at the car, which was only a few production month's different from my old car, I recognized all the problems that my old car had been through that I had solved. I had the parts and the expertise to deal with it!

When a suitable time arose, I went back to California to pick up

my vehicle and drive it home. Meanwhile I began asking questions about a Salvaged Title. The MTO did not like it at all. The mere mention of it got a really negative reaction. They treated it like it was junk. In reality, the car had hit a curb. This happened late in its life (1998), and hence the repair value was deemed more than the worth of the car. The owner opted to repair it and paint it; hence a perfectly good car became a Salvaged vehicle. All of this is due to New Orleans, and is intended for vehicles of much more value.

The first hurdle is insurance. Here is what is supposed to happen; you go to the MTO (title in hand) and get a 1-Way Permit, then you call your insurance company and insure the vehicle. This entitles you to drive the vehicle from the point of origin to Ontario. You pay your taxes and everybody is cool. First problem; when you tell the MTO or your insurance company it is a Salvaged Title, no way. No way, no how. Once again, the attitude is, it is junk. It does not matter what you tell them. It could be the most solid car in the world, no matter. Insurance is hard to get in the US, simply because down there, the free market prevails. You are not a long-term customer, so they just don't want to be bothered. Unless you have a residence in the state, they won't insure you. I got insurance after many phone calls, but I had to put a California residence address down. If something had happened... I am not sure what would have happened. I drove very ... carefully.. let's just say. And I don't think I broke any laws (discounting that little run to "see what she could do.").

The other thing is, in California, they no longer print your Title on the spot. They mail it to your residence address. It can be anywhere, in Canada let's say. Thing is, you had better make sure the address is correct! More later. They are supposed to mail the Title to your home in a "few weeks" after you register the car in your name and pay your taxes. I did not register the car until the second trip down, just because I did not want to take time off work. It would have been better to at least register the car, so I had Title in hand when I went down to get the car. I actually paid for a California sticker. This saved me from paying Canadian taxes on the car up here when I got my plates. The other option is a 1-way permit from the MTO. Not sure about that, since I chose to get a sticker.

Having said the above, I don't actually see how you could drive the car back in one trip. If you don't have the Title... how do you do that? Anyway, I am not sure if it is possible.

Anyway, I ended up having quite the drive home. There were a few incidents; I blew a tire spectacularly and developed quite a good fuel leak. I am in the habit of opening my hood to see what is going on periodically. Well, I had replaced most of those brittle fuel lines before I left, but I neglected the one under the fuel filter. There was a steady stream of fuel coming from it, right onto the alternator wiring. I figured, well I had not died in a flaming engine fire yet (10 hours of driving) so I figured I might as well not stop now. I drove to the nearest town. Now, I was in the middle of nowhere, the nearest town was something out of a Clint Eastwood movie. I ended up going to some guy's house and jamming on a 1/4" hose onto a 5/16 fuel line fitting. It made it all the way home, thank God. The tire failure was even more exciting. It came right off the rim. The Z car stopped in about 10 feet, from 70 miles per



hour. Luckily, there was no one behind me at the time and I had the space to pull off.

Supposedly, you are required to "Export" your vehicle from the US when leaving the country. Question: without your Title, how are you supposed to do that? Fact is, when you register your car in Canada, they take the Title from you and send it back down to the US, so they take care of this requirement. So you don't have to worry about it. So, don't. When you bring the car into Canada; however, you have to import the vehicle. That was painless. They just take your money and that is it.

So, you are safely back in Canada, driving a car with California plates, on a US insurance policy, waiting for your Title to arrive. In addition to the Title, the MTO requires a structural inspection to be done for a salvaged vehicle. There is a list of garages equipped to do this on the MTO web site. I found a particularly good one that in fact specializes in this type of work. The Owner told me stories of flooded cars coming up from New Orleans. He had been offered sums of cash to look the other way and certify a vehicle. He refused, if he was caught, he would lose his license and his business.

The inspection and report to the MTO requires:

- "before" (the repair) pictures;
- "after" (the repair) pictures;
- the garage work order where the repairs were performed;
- receipts for all body parts used (to ensure they were not stolen);
- that an alignment be performed.

All of this is a bit ridiculous for a Z car, obviously being intended for cars with far more value but it all had to be done. So, if you are buying a Salvaged vehicle, the Seller better have been a Jerry Seinfeld neat-freak type of guy that likes to accumulate paper! And, if you buy anything junky, forget it. I was nervous about the alignment, but the car passed with flying colors. This is what a branded vehicle requires above and beyond the norm (Safety, etc.). There are ways around some things, and you should discuss this with the garage that is going to do the inspection before you buy. In my case, I bought the car from a standup guy, but he did not have the work order for the repair work. As an alternative, I got a signed affidavit from the body shop attesting that the repairs were performed in accordance with the insurance quote (which I had a copy of), and had it notarized. It worked.

I had some trouble getting my Title, because things at the MTO have changed as well. The MTO, in its infinite wisdom, has instituted a call center service and asks you to download a bunch of forms from its website instead of providing real customer service. It took me some time to realize that they had my address wrong; hence I was not going to receive my Title. You actually have to ask them to pull your record, based on the license plate of the vehicle, and they can tell you what is going on. I had to download forms from the web site, fill them out correctly, and send them to California to get my Title. The turnaround is 6 weeks, no less. And, they often don't tell you on the form that there is a fee, so I ended up having to do this 3 times to get it right.

I brought the car up in late March. I finally received my Title just now, mid-August. I went to MTO and registered the vehicle. In the intervening time, I had the structural inspection done. I also had the engine inspected. As I hoped, it was a nice tight engine. I am all-in-all happy with my purchase. I must just caution members about buying a branded vehicle and the risks they run by doing that. I would stay away from Salvaged vehicles! It seems as if doing it in one trip is difficult as well, and make sure the address is right at the MTO.

One last thing: I have heard of taking off the VIN numbers from an old car and putting them on the new vehicle and registering the car to get around this. Well, I believe that is illegal, but I am not sure and to each his own. Thing is, if you have an accident, I think that the insurance company could argue you are not covered for that particular car. Anyway, there are many opinions on this, but it is not my style.

Any comments, questions, etc, please address to [jcross25@hotmail.com](mailto:jcross25@hotmail.com). Be careful out there....

One last thing: I just found out that for insurance purposes, even liability coverage, I need an appraisal. Necessary for any car over 25 years old. Doh!



## **CLASSIFIED: PARTS for SALE**

I have recently dismantled my 1978 280Z 2+2 and have some items available that are difficult to ship. OZC members are welcome to discuss purchasing from me. All prices are negotiable. Pick-up or I can deliver within reason.

- A like-new gas tank that will fit a 77 or a 78. This piece is in great shape, very valuable, and would only need maybe a liner prior to installing. Bought from eBay years ago as a spare, I have never had to use it.
- A pair of seats, have some tears at stitch points, but are plush and comfortable. White.
- 2+2 back glass (defroster inoperative).
- Various roof trim for both a coupe and a 2+2.
- 2+2 door panels (white). In pretty good shape.
- Various interior panels, 280 2+2 doglegs and side panels (white), 240 coupe rear (black) and side qtr panels (black, tan).
- A near-perfect 240 dash. It was perfect until it cracked while in storage.

For info contact John Cross at [jcross25@hotmail.com](mailto:jcross25@hotmail.com) or at (416) 461-7331.

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# 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.

## Project Datsun 240Z - Part 7 - A Return to Chassis Fabrication

by Philip Amshad

As promised, this month I have returned to the job of fabricating the chassis. I have also repaired my MIG welder and switched from pure Argon to a "mixed gas". With pure Argon, I was having trouble seeing the puddle. With a "mixed gas", 80% argon and 20% CO<sub>2</sub>, I found it much easier to strike the arc and keep it lit. Apparently, MIG welding with pure Argon produces a weld that looks very similar to TIG welding when viewed through the welding lens. Some welders prefer this method; however, I found it difficult to gauge the amount of penetration.

could be placed in an "X" across the chassis. A quick call to SCCA and I had my answer. Placing the two required bars in an "X" from the top of the main hoop back to the chassis is legal be-



So far this month, I have made at least 12 trips down to The Metal Supermarket in Whitby to source material. Being on a budget it is nice to be able to go through the bins of "off cuts". However, on one of those trips I was promptly escorted from the premises, (without material), for referring to the bins as "scrap metal". After many nights and weekends of work, the chassis is around 85% finished. Still outstanding are the cage for the fuel cell, the front suspension clip and various mounting brackets for the body and suspension pick-ups. I have devoted a lot of time to the placement of the tubing within the chassis. My goal was to not over engineer the cage. This would require each bar to serve at least two functions. I even placed a call to SCCA for clarification on the bracing for the main hoop. Section 18.3.2 sub section A for GT Automobiles Roll Cages states;

"Main hoops shall have two (2) braces extending to the rear, attaching to the frame or chassis. Braces shall be attached as near as possible to the top of the main hoop (not more than six (6) inches below the top) and at an included angle of at least thirty (30) degrees."

My question was whether the bar were required to run straight back from the main hoop as illustrated in the diagram, or if they



cause the diagram of the cage in section 18.6. figure 6 is a "recommended roll cage" only. With this resolved I could return to fitting various components within the chassis to check for minimum clearances. So far this part of the project has gone fairly smoothly. However, I did have to lower the floor due to a minimum height requirement between the driver's helmet and the bottom of the main hoop. I was fortunate that this portion of the chassis was only tack welded into place. A few quick zips with a cut-off wheel and the tubes were dropped 1.5". I was also sur-



prised to find that I was now able to get almost 4" of rear bump travel without binding, and even with a short wheelbase of only



90.7", the shortest bars in the 4-link will be about 24". If there is one piece of advice I can offer to anyone contemplating a project of this scope is that the amount of material required to be removed for notching and fitting tubing is always a lot less than you may think!

I hope that you have enjoyed this installment of Project Datsun 240Z. Next month I will shift my attention to the engine, bell housing, transmission and their placement in the chassis. So until next time, keep your car and yourself safe and we'll see you at the track.



## Project Datsun 240Z - Part 8 - My First Setback

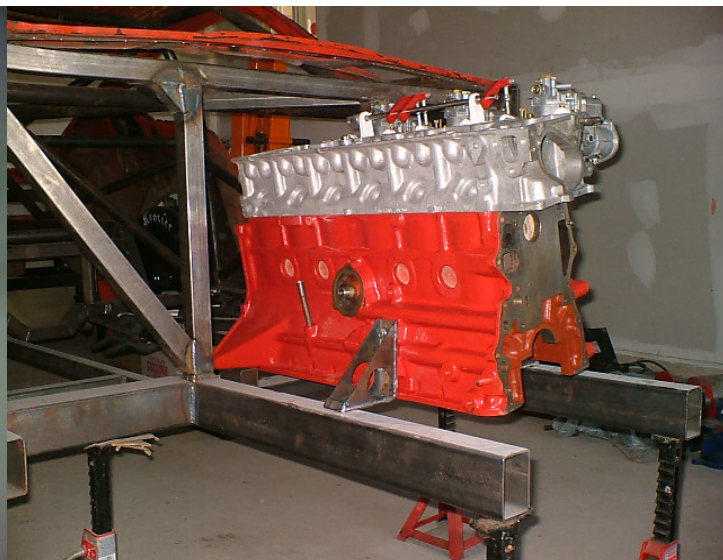
by Philip Amshad

Since the last installment of the project, I have made significant progress in many areas of the build. The modifications to the intake manifold and the carburetors are finished, with over 100 hours spent on the intake manifold alone. You are no doubt wondering how such a small and simple part could require so much fabrication time. The manifold in question started life as a very good aftermarket piece. This cast aluminum part features thick flanges, and a fully adjustable linkage assembly for synchronizing the three SK carb's. The problem was that the runners were cast with a taper from 40mm, down to 36mm where the manifold mates to the head. The runners were also not cast to take into account a more efficient "line of sight" design. This "S" shape runner, and its taper hurts the "signal" at the carb's venturi. Also, the flanges are set for the standard road engine, which is mounted in the chassis at 7 degrees. After many months of cutting, welding, and grinding, the manifold now features nearly straight runners that are exactly 42mm I.D. and perfectly round. The finished part was then glass beaded at Ajax Engines before receiving a baked on ceramic coating. Together, this should help the engine to build the level of power that I am looking for, and the high signal strength at the carb will add power under the curve. This should show up on the track as throttle response, and on the dyno as a flat torque curve. The



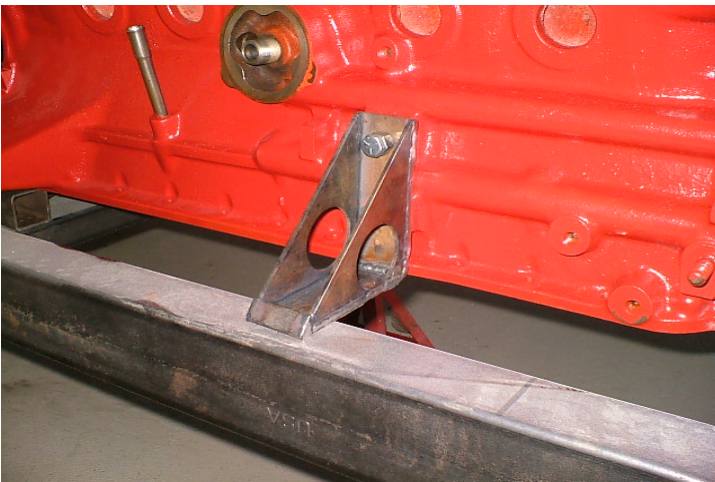
manifold now also allows the carbs to sit level with the engine canted over at 10 degrees.

To get the engine to sit at the desired angle (of 10 degrees), and





height in the chassis meant fabricating new solid motor mounts out of 1/8" sheet steel. This was further complicated because the sides of the engine are not perpendicular to each other. With the mounts finished I could finally set the engine on the frame rails so that the placement of the tires within the body could be established. SCCA rules for a GT2 Datsun 240Z dictate that the wheelbase must be 90.7", +1" to -3". The engine setback is also regulated.



"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 spindle".

Basically, the number 1 spark plug must line up with the center of the front tire with the wheels steered straight. Therefore, I have moved both the front and the rear tires aft 1.50". I have also purchased a used "World Class T5" transmission from David Swain Racing. If the budget holds out I will be changing the ratios to a 2.95 1st, 1.94 2nd, 1.34 3rd, 1.00 4th, and a 0.90 5th. At 8500 rpm, these ratios will support 54 mph in 1st, 81 in 2nd, 118 in 3rd, 158 in 4th and 176 in 5th. I am now working on the design for the adapter plate to mate the engine to the transmission, which will also act as a stiffener for the front bulkhead. Full details will follow

in an up coming issue.

With the wheelbase, and setback determined, the last variable to finalize is the width of the track. The "track" is the distance between the centers of the rims of two wheels at one end of the car. GT2 rules allow a maximum of 64", while the stock dimension for a 240Z is 53.3". After much thought, I have settled on a track of 61" for both the front and rear. I reached this decision after taking into account the wheelbase, finished vehicle height, width of the body, and the amount of fender flare required to cover the tires. So that now brings us up to date on the project, and introduces the topic for next month. In the next issue of Project 240Z we will look at designing moulds, and the construction of composite body panels. I hope that you have enjoyed this installment of the build. Until next time, keep your car and yourself safe and we'll see you at the track.



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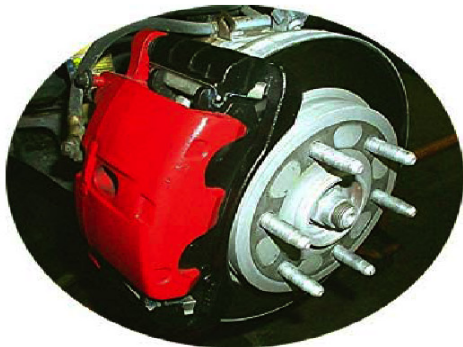


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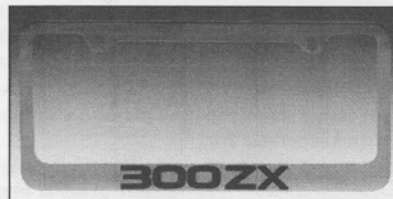
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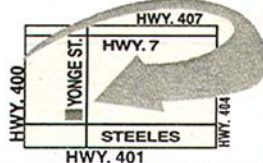
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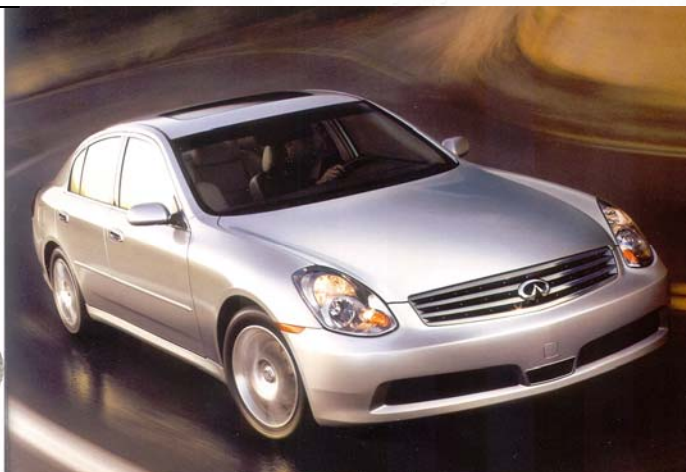
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