

SEASON'S GREETINGS!

ISSUE #6 NOV/DEC 2006

Bi-Monthly Publication



ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993



Winter



Feast in London!

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

Prez Sez ...

As we end 2006, I wish to thank all the Volunteers and Sponsors that have made this club a success over the past year. It has certainly been a learning experience but I am confident that with the newly formed Executive Committee for 2007, it will be an exciting year ahead.

We hope to have some more events in 2007 that will feed the appetites of our Zeds such as a track day at the Mosport DDT, Drag Events, Wine Runs, of course Z-Fest and maybe even a co-sponsored event with the Z Car Club of Rochester, in the Spring.

For 2007, our Executive Committee will be welcoming two new members. I am happy to announce that Peter Radoja has accepted the position of Western VP to replace Michael Lambert. I can't think of a more qualified person to assume this key role. In addition, Eric Zondervan has come forward to take on the Webmaster position. This will allow Edward Burkhart to focus solely on the Membership role. Thanks to Edward for carrying the load of a dual portfolio over these past few years. The rest of the Executive remains steady fast in moving the club forward.

With the changes, we have made to the dues structure, it is important for everyone to jump on board and submit your dues in a timely fashion. This will allow us to plan ahead and budget for a firm schedule of events we want to have this year.

As we all know, in any organization that requires volunteers to operate at its best, members have to step up. For this reason, I want to recognize Michael Lambert for his outstanding contribution in helping the club out when needed the most. His passion has strengthened the club for years to come and I must say that watching him conduct himself made me a believer that we all can help. We wish Michael all the best in the New Year and look forward to him rejoining the Executive Committee sometime in the near future.... right Michael?!

I want to wish all the club members a Happy New Year and please be safe.

Terry Weston, President, Ontario Z-Car Owners Association



WELCOME NEW MEMBERS!

On behalf of the Ontario Z-Car Club, we are pleased to say WELCOME to all our new members that joined this past year and extend a cordial invitation to you to participate in club events, meetings and the newsletter.

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!

WE ARE STILL LOOKING FOR YOUR CURRENT EMAIL ADDRESS!

A few of you Hotmail users need to empty your mailbox so you can receive new messages. For the rest of you, please provide a current usable email address. It is by far the easiest way for us to contact you about future events and late schedule changes etc. To do this, go to the OZC website, www.ontariozcar.com and click on "Contact Us", then scroll down to Membership Director. Send a message indicating your email. Simple really.

Thankz,

Edward Burkhart

Membership Director



2007 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: _____

Birth Date: _____ Name, address, phone & email may be published in membership roster ☐

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

Classification: ☐ Stock ☐ Modified ☐ Race

Interests : _____

Cheque enclosed, payable to: **ONTARIO Z-CAR OWNERS ASSOCIATION** ☐ \$50 for 2007
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From The Driver's Seat

Season's Greetings and Happy New Year to all of you!

This issue of Zedline brings closure to a good year for the club as the Executive brought some stability and order to the finances, a number of successful events were held, highlighted by Z-Fest and Zedline continued to be published and distributed to the membership. Here's a reminder once again to support our advertisers, without whose help Zedline would not be affordable.

You will also be glad to read that the vacancies in the Executive have been filled by a couple of members who have stepped up to assume these key roles in the club. Thanks guys, we need the help.

As we look forward to 2007, your Executive will be busy planning our event schedule for the coming season, so stay tuned. We also have a special request to those members who are listed on page 5 inside, please support the club and send in your membership fees for 2007.

On that same page, you will see an announcement for Canada's first racing expo to be held in Toronto at the Toronto Congress Centre on Dixon Road, check out their website for more.

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

howieyoshida@rogers.com



INSIDE ZEDLINE

Meet the 2007 Executive	4
Membership Renewals Required	5
The Western Winter Feast	6
Monthly Meeting Minutes	7
Trackside by Diane Dale	8
Project Datsun 240Z by Philip Amshad	10

Inside this issue, we thank the following contributors

Terry Weston, Michael Lambert, Pete Radoja

Diane Dale, Eric Zondervan, 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"

Meet the 2007 OZC Executive Committee

We are all looking forward to operating the club and making 2007 another great year of fun, events, socializing and keeping you informed through Zedline. **Your 2007 Ontario Z-Car Owners Association Executive**

<i>President (& Merchandise Director):</i>	Terry Weston	<i>Eastern VP:</i>	Tom Dickson
<i>Western VP:</i>	Pete Radoja	<i>Events Director:</i>	Jim Maw
<i>Membership Director:</i>	Edward Burkhart	<i>Webmaster:</i>	Eric Zondervan
<i>Treasurer:</i>	Erle Strauss	<i>Newsletter Editor:</i>	Howie Yoshida

Here's a word from the 2 members joining the Executive this year.

After 12 years as a member of Ontario Z-Car, it is now my turn to take a crack at helping out by taking on the Western Vice Presidency. I have been impressed and motivated by the enthusiasm and expertise of the past and current Executive. Currently I have a brief window of opportunity to contribute to this awesome club and share some of my ideas with the Executive and the members.

Our members are passionate about their cars and love to have opportunities to drive them in club organized functions. I get goose bumps when I attend a track day and see all of those amazing classic, stock and modified Zeds flying around the track. Lapping events are only a small example of the many functions offered by our club. I encourage our members to participate in the wide range of activities that will be announced in our Zedline in the next few months. For example: Wine Runs, Drag Days, Z-Fest, Show 'n Shines, Grand Bend Flea Market Cruise and the Daytona Florida ZCCA National Convention to name a few. Our cars are meant to be driven and our club provides many venues in which to drive them.

The Western Chapter monthly meetings, alternating between London and Cambridge provide opportunities to obtain information about upcoming events, to share ideas and thoughts about a wide variety of Zed related subjects. Participants in monthly meetings can obtain a better insight into the activities that are being planned and may find that they get to participate in many other activities because friendships develop amongst participants. Some examples of such recent activities are the RM Auction excursion, barbecues at member's homes, dinner outings and small wine runs. Many of these smaller social activities have allowed members to develop strong and lasting friendships. Bring your Zed to a meeting and show us what you have done to the car. If you need help, our members are very talented and love to share their knowledge when there is a challenge.

I am excited about the new year and about working with the new Executive. I encourage as many members as possible to join us in our monthly meetings and get tuned into what is happening.

Pete Radoja, 2007 Western VP and

Born in Moosomin Saskatchewan, grew up on the farm, always fascinated by machinery. Graduated U of S, Mech Eng. 1972 along with my wife, who graduated from Western College of Veterinary Medicine (WCVN). Bought 1972 Datsun 240Z to celebrate. Got a job in Toronto, we have lived here ever since. Drove the Z daily, until Christmas of 1984 when the front cross member tore away from the frame rails and left the engine dragging on the road. The car went into storage and was moved from garage to garage, some with dirt floors, eventually ending up in a body shop for 2 years. The shop underwent two changes of owners and a bankruptcy. The Z would have been a goner if it had not been buried under a pile of junk in a corner, as anything of value was seized and sold off. Fall of 1989 I got it back, after paying a \$16,000 bill for major body restoration. From there it was moved from garage to garage for several years and ended up at our cottage, where it sat in an open carport.

Years would go by without it even getting started, what with running our own business, Parliament Building Supplies, and raising two children, Ian born 1986, Noelle born 1989. In 2003, we sold the business and I got to work on the Z. I joined OZC so I could keep up my enthusiasm, and it worked. By now, the floor had rusted out again, all the brake lines, gas lines, gas tank, brakes, basically anything under the car had rusted away. I stripped everything off, replaced many parts, rebuilt the engine and got it all back together in time for Z-fest, 2006. I had a great summer going to Z-fest, a wine tour, club meetings, and the high light, Rochester's Amazing Fall Colours tour. My son Ian used it as a daily driver when I wasn't.

There were a few incidents: Diff mount broke, wiring harness caught fire, ballast resistor failed, lost oil pressure because of rusted out sender unit, floats stuck and dumped gas all over, none of which kept me from making it back home.

I'm hoping to re-do the body in 2007 or 2008. It is a bit shabby after 18 years of knocking around in less than perfect storage conditions. Driving to events takes priority though, so as long as it is mechanically OK, I won't let the bodywork keep me off the road.

Eric Zondervan, 2007 Webmaster

And last but not least, here's a message from the outgoing Western Vice President,

I am writing this on the 16th of December and like many of you I find this is always a busy month. With all the hustle and bustle of the Christmas season, it was really nice to get together at the Mandarin this week with my car friends and just relax. I have said it before both here in the Zedline and to folks in person that this is what your club is all about. It is not about cars because I can see a lot of cars at a lot of venues every week all spring and summer. It is not about learning about cars because there is a multitude of information out there on the world wide web and I could sit at home and read about SU carbs until my eyes fail (actually I have done that).

It's about people and relationships that are originally built around a common interest in a certain automobile but then it grows from there. After a bit of time in this club you are not just interested in how someone's suspension upgrade turned out, you are asking about how their kids are doing or how is the new house. We are concerned about how a member's paint and bodywork was completed, but we are even more concerned about that member's health if they are going through a rough time. Hey, I am not minimizing the car interest, but in my experience in the Ontario Z-Car Club, that is just the starting point.

As you may have heard, I am stepping down from the VP position this year. I am leaving extremely positive about all aspects of the club and the Executive. It has been a great year and fun as well. The guys on the Executive have worked hard and well together in the club's best interests and each one deserves a big pat on the back. Terry Weston and his calm, pleasant demeanor never let anything ruffle his feathers

and that attitude rubbed off on the rest of us as well.

One of the great things that has developed this year in the Western Chapter is the Ladies' Nite Out that my wife, Tina, has organized. Whenever we have our western chapter meeting in London (every 2nd month) many of the ladies come with their husbands and get together for the evening. Tina is planning to continue this in 2007 and I would encourage the ladies to get involved with this or the chapter meeting itself. We don't have to wait until Z-Fest to see the significant others!

It makes it easy to pass on the role of VP this year because it turns out the new VP is going to be Petar Radoja. Pete has been a long time member of the club and has organized and helped with many events in the past. He has been my right hand man in the west, helping plan and run meetings for two years now. Pete has great ideas for this club and I know we are going to have a great time under his leadership.

It was important to me to give up this position while I was still going strong. I have quite a few projects on the go and I did not want to get to the point where I was doing the job of VP without any enthusiasm. The big news at our house is that our daughter just announced her engagement and is getting married in May in St. Thomas. Julia is a funeral director in Toronto and she is engaged to Jamie, a funeral director in Milton. Now, you all know how I find those mint black station wagons I have been driving!

I also lead a praise and worship music team at our church and another band on the side.

If I can make a pitch here (Ed. note: shameless plug!), the other band is "FRANKIE and the FAIRLANES". This is a 50's, 60's musical revue that features all the car songs you have ever heard like Mustang Sally to Deadman's Curve, to Mabelline. We also cover all the other classic hits of the era from Elvis and the Beatles to Jerry Lee Lewis. The show is set in a retro garage with all the appropriate props. The concept is that this is the band that practices at Frank's Garage. I am looking forward to this project as it has been a lot of fun to play. Dave Whittaker, another OZC member is the keyboard player. If you need an entertaining show band in the new year, let me know (519-633-7442).

So, with all this and the Airstream club to boot, I know the timing is perfect to step down from the Executive and let someone with lots of time on his hands, to take over.

Thank you for all your support and participation in the Western Chapter, I wish you all a Happy New Year and all the health and happiness you can handle.

Michael Lambert

Here's Your 2007 Membership Reminder Again!!

Is your name still listed here? Then you are one of the members whose membership expired Dec. 31, 2006 and haven't renewed it yet for 2007. You were sent a Green Renewal Form with the previous issue of Zedline.

Please fill in the renewal form or use the one below and send in your cheque for \$50. If you see your friend's name listed here, why not give them a call to encourage them to stay with the club for 2007? Renew now and you won't miss the next issue of Zedline too.

Don Ackerman

Robert Clark

Gary Davis

Bill Fenemore

Mehrdad Jahanzat

Mark MacKew

Jonathan McDonough

Luis Rodriguez

Jim Silverthorn

Luis Viana

Quentin Yarie

Bruno Alberico

Jeff Corrigan

Manolo de Leon

Thomas Ferguson

Steve Karniej

George Maclaren

Bruce Moffat

Frank Roggeband

Rob Stewart

Dan Vilar

Steve Bonds

Llew Counsell

Greg Dougall

Jeff Halberstadt

George Kolosowski

Nick Majors

Hussein Motlak

Brian Scarlett

Werner Stoss

Enzo Villa

David Burstyn

John Cross

Clive Eastwood

Wesley Hore

Michael Lambert

John Manness

Carol Robertson

Rick Scott

Scott Taras

Matthew Woodruff

The Canadian Motorsports Expo at the Toronto Congress Centre, April 6, 7 & 8, 2007!!!!!!!!!!

Come on out to Canada's first Racing Expo, dedicated to Motorsport Fans, Manufacturers, Suppliers and Teams. See Exhibitors from every aspect of motorsports including collectibles, chassis manufacturers, motorhomes, trailers, parts, uniforms, web designers and much more. Meet teams, see the racing machines and celebrity drivers and personalities. Attend free seminars where industry professionals will share their insight and expertise. **For more info, go to www.canadianmotorsportsexpo.com.**



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The Western Winter Feast 2006

By Michael Lambert, Western VP

On Wednesday December 13th, we got together in London for an excellent meal at the Mandarin Restaurant. I was happy to see that twenty-seven hungry people came out for a fun evening of good food and great conversation. The Mandarin is an Oriental buffet style restaurant and the variety and quality of the food that evening was wonderful. From prime rib to crab legs, we had it all.

Visionary club member Greg Dougall, solved the age old buffet dilemma of eating too much, running out of room and missing dessert, by simply starting with an incredible array of desserts up front and worrying about dinner after that. Proving again that simple solutions are often the best ones.

The wait staff was efficient and friendly and always present. It was great to see everyone out with their spouses meeting new people and swapping car stories over hot-n-sour soup and shanghai noodles. No one was in a hurry to get going and we had no trouble in spending 3½ hours nursing the dining experience.

I know that the London location is not very central to the club as a whole and I did not expect members to travel in from Toronto; however, I wonder if we should think about having another social evening like this later in 2007 and have it at the Mandarin in Hamilton to facilitate the Eastern Chapter.

A special thanks to all who attended, especially those traveling in from Hamilton, Cambridge, Copetown and Chatham.



Our Prez Terry Weston and his wife, Sandra



Incoming Western VP, Pete Radoja and his wife, Susan



The hosts, Michael & Tina Lambert



Great to see Brian Gracie in good health, with his wife Karen

MONTHLY MEETING MINUTES—COME ON OUT & JOIN IN

Ontario Z - Car Eastern Meeting Minutes, Wed. Nov. 1, 2006, 7:30 pm

The monthly Eastern meeting was held at Route 66 on Wed Nov 1, 2006 and was chaired by Tom Dickson, Eastern VP. There were 16 members present.

1. Past Events - Tom

Drag Event #2 - Despite 2 attempts to hold the second drag event by Jim Maw, the weather did not allow it so the event was cancelled. Trophies will be awarded on the basis of the results from the first event in June. Contact Jim to arrange pick up.

2. Treasurer's Report - Erle

The club bank account had a current balance of about \$4700. Approximately \$2400 of that amount was advance membership dues collected for 2007.

3. Zedline - Howie

Zedline will be done by the weekend and ready for early distribution at the Western Chapter November meeting followed by the regular mailing.

4. Elections for 2007 Executive Committee - Tom

Eric Zondervan put his name forward as a candidate for the webmaster position. It was seconded by Bill Husar. There were no other new candidates for any of the other positions on the Excom.

5. Future Events

ZCCR - Terry mentioned that we would look into a joint event with the Zed car club from Rochester. Everyone that went to their Amazing Colours Fall Festival had a great time.

Z-Fest 2007 - Tom is keen on getting a start to next year's event early and mentioned a number of possibilities he had.

Others - Bill said that some events did not have to be planned very elaborately. Decide to do something and pick a time and date and let it be known. Those that show up can join in the fun.

6. 50/50 Draw - Wes

Bill Husar once again won the \$33 cash prize. Other car care products were claimed by JP, Erle, Howie, Vince, Edmarc, Nigel and Eric.

Minutes recorded by Howie Yoshida

Ontario Z - Car Western Meeting Minutes, Cambridge, November 8th 2006

1. Introduction and welcome by Mike Lambert, 9 members present.

2. Recent events - Eastern Wine tour, it sounds like they had a good time. RM Auction - several club members attended the RM Auction in October. Free tickets were provided by Bill Dawson - many thanks Bill!

3. Upcoming Events - Club Season Social. The next Western meeting will be held in London on Wed Dec 13. We will meet at the Mandarin Buffet for a member and spouse or friend social evening and dinner.

4. Elections - Mike Lambert is stepping down after two fantastic years as the Western VP. He wishes to leave on a positive note and may return to the position in the future. Many thanks Mike! Eric Zondervan from the Eastern Chapter is a candidate for the webmaster. With no opposition, Eric was acclaimed. Welcome Eric! If anybody would like to help out as the Western VP,

contact any of the Executive listed in the front cover of the Zedline. All remaining Executive members were willing to continue for another term!

5. Presidential Address - Terry Weston raised the possibility of sharing a track event with the Oshawa Motor Sport Club. Options proposed were to share track time with their club or purchase spots. This would reduce the risks associated with rentals and cost to our club. It would also provide an event for those members to get out to the track at a reasonable cost. A delegation from OZC went to the OMSC meeting on Nov. 7 to make our pitch.

Next meeting - December 13th at the Mandarin on Wellington Rd.

Minutes by Pete Radoja

Ontario Z - Car Eastern Meeting Minutes, Wed. Dec. 6, 2006, 7:30 pm

The monthly Eastern meeting was held at Route 66 on Wed Dec 6, 2006 and was chaired by Tom Dickson, Eastern VP. There were 13 members present.

1. Past Events - Tom

Elections - Tom indicated that the vacancies on the Executive were now filled and we had a full slate ready for the upcoming year. There were no other updates this month.

2. Treasurer's Report - Erle

Erle reported that the bank account had approximately \$2500 in membership dues for 2007. A full report will be prepared for 2006.

3. Zedline - Howie

The final issue of Zedline for 2006, November/December edition is being put together. All submissions are to be in by Dec. 21.

4. Future Events

A numbers of events were discussed in general with no firm commitments yet. Huntsville Car Cruise - Wes Hore proposed to set this up for the first or second week in June. It would be an all day run, around a 500 km round trip.

Track Day with OMSC - Preliminary talks have been held with the Oshawa Motorsport Club about assisting with a track day and sharing track time.

May Long Weekend - Tom is proposing a wine tour out East on this weekend and a 9 hole golf day too.

Z-Fest 2007 - Next year's event may be moved up to the end of July.

Fingerlakes Tour - Erle was interested in organizing a 2 day event in the Rochester area to see the sights, around July.

5. 50/50 Draw - Wes

Edmarc won the cash prize of \$22. Scott Taras picked up a torque wrench, while other prizes (car care products, strobe light, Chilton manual, car model) were claimed by Wes, Tom, Wes, George & Erle.

Minutes recorded by Howie Yoshida

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

Western meetings are held the second Wed 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)





by Diane Dale

By Diane Dale

Well, it's hard to believe that the end of the year has actually arrived. Our Z cars are all put away for the season (although with the weather lately – I wish I'd kept mine out!) And what better way to send out the year than hearing from our Z racers! I took some time out to catch up via email with quite a few of our past interviewees to see how their season was. Without further adieu... here's the season wrap up!

Jack MacDonnell (Zedline, February 2004)

Diane, thanks for asking what we (Zed owners) were up to from a competition standpoint this year. As you know; I have been itching to get back in the drivers seat of the 280Z since my Targa NFDL win the end of 2004. My SPEED Channel TV series (TUNER TRANSFORMATION) consumed most of my time since that last tarmac rally, but I was fortunate enough to participate in the inaugural ATTO Vintage GT Challenge at the Tor. Indy this past July in my Zedder.

Racing on the streets of Toronto with thundering Vettes, classic racecars and sleek Datsuns was simply fantastic. The organizers, Time Warp Racing, did a fantastic job pulling this exciting event together along with BARC and the many dedicated volunteers. Hearing the crowds cheer to the sights and sounds of vintage racing and being a competitor behind the wheel is highly intoxicating and something I would like to experience more of for next season. The competitors in Vintage racing are first class racers, it's a great social environment while being fairly competitive – a great combination and I can see why the Group70+ Vintage class that yourself and Jon Brett have worked hard to foster and develop, is so successful.

As for the 280; I need to make a couple of more minor mods for next season in hopes of keeping up with you on the track, – maybe collectively, myself, Neil & Kevin Young, Jon Brett, Geoff McCord and other Z racers will be able to keep up with you in your Whitehead Performance sponsored 240 – in any event, it sure will be fun trying.

Jonathon Brett (Zedline, June 2004)

The race season was too short but I managed to sell the ex-Ron Freeman 240Z GT car as a rolling chassis to my neighbour who plans to install a Ford small block into it. This is what the car needs as the tires were simply too big for the low torque Nissan motor produced and couldn't build enough heat to make them really effective.

I also restored the number 9 240Z with a fresh BRE paint job and raced it at the VARAC Festival and Toronto Grand Prix as well as a couple of regional weekends. Unfortunately, I encountered a transmission problem and was unable to make the feature race in Toronto; however, as one of the organizers and promoters this turned out to be a good thing as there was a lot to co-ordinate at the end of the event. Have since redone the transmission and mount and just need to re-do the drive shaft and install the exhaust system and it will be ready to go again.

My project Z racer will sit for another season but I am having another race motor built over the winter as a spare.

I intend to further refine the GT Pontiac with a limited slip and install a fuse block into the wiring and upgrade the instruments. This car was out for Celebration and had a few minor teething issues which have since been sorted and I will continue to develop this car next year.

The Corvette roadster will move along slowly with plans to lift off the body and sandblast and paint the frame and have the 4" IMSA flares installed to the body work. Work will then continue with upgrades to the roll cage and tie in the front suspension to the cage. I may also put in a four link rear suspension and eliminate the leaf spring set-up. Undecided as yet.

Without a doubt, pulling off the Toronto Grand Prix weekend was the highlight of the season and was a fun and unique event. Also getting the Pontiac on the track was really great as it is such a fun car to drive.

The big disappointment was not getting the Jaguar XJS up to speed as we dealt with ignition problems all season.



J MacDonnell on the track at the Tor. Grand Prix



J Brett with the new BRE paint schema!

We have since sorted that out but have now installed Webers and these may take some time to set-up.

It was a great season and I met a lot of new people and have many people to thank for their efforts in helping out at the Toronto Grand Prix or with lending a socket or letting me rifle through their spare parts to replace an odd bolt.

Dr. Allan Robbins (Zedline, February 2006)

I spent last season preparing and sorting my friend Joseph Maria's 240Z. It is an early chassis that was raced down South in C Production and IMSA. It took the entire season but we finally got the engine, brakes and handling where it needs to be. Next season should be fun and we plan on running quite a few vintage enduros.

The #00006 240Z was invited down to VIR for the 50th Reunion next year. Jim Fitzgerald was a hero there and the 00006 car won the very last feature race at the old VIR. Fitzzy was also an instructor down at VIR. They have invited race cars that played a big role in the history of VIR and Fitz's 240Z will be one of the honored guests. VIR commissioned a special painting/print to commemorate the 50th Anniversary and you can see the Z rounding the corner by the oak tree.



The 50th Anniv. VIR – a special commissioned print



Rick Blaha at Zippo in 2004

Rick Blaha (Zedline, June 2005)

Just heading out but here's a short summary! Last week, we ran at Road Atlanta again – had a great time – qualified fairly well (8th row on a grid of 60+ cars) for the 1st race on Saturday, then spun on the first lap! (Relegating me to the back of the pack.) Did better in Sunday – finished 4th!



Joe Riolo and his 'really fast' Z. Winners of this year's Zippo Enduro!

Joseph Riolo (Zedline, October 2005)

The highlight of our season this year was most definitely the Zippo at the Glen. (especially after last year's alleged pass under yellow.) We put the Z on the pole for all of our races including the enduro. We led every lap from green to checker in the qualifying race and the feature race. We also led every lap of the enduro except for the pit sequence. So the Hat Trick was the order of the weekend. Our best lap was in the 2:11's.



Mike Unger's beautiful 240z at VIR this season

Mike Unger (Zedline, August 2004)

So far this season I just made it to 3 races. The major new thing I did this season was build a second engine for my car that is legal for SCCA E production. That way I can switch engines and run either SCCA or vintage. The SCCA requires a limited prep engine for EP so it has less compression, an unmodified head and uses the stock SU carbs. I do get to bolt on slicks however!

So far with limited racing we have had a great year as I won my class in all three races (vintage CP at the Glen and VIR and EP at Summit Point). I'm heading to VIR this weekend for one last SCCA race to end the season. I picked up another Z car project this summer and hope to work on it this winter. It is a 1975 280Z C Production car with some interesting history. It was a race car since new. Much work to do but I will try to get it together for the Glen next fall.

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 two years 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 fifth year as President. This Project Datsun 240Z series of articles has been reprinted from the OMSC newsletter, Fast Lines.

Project Datsun 240Z - Part 9 - Never say Never!

by Philip Amshad

It has been almost 12 years since the aroma of Polyester resins filled my garage, and since that time I swore, never again! After designing and constructing the body kit for my VW, I thought my days of playing with GRP, (Glass Reinforced Plastics) were over. At that time, the use of Polyester resins was in its infancy. Polyester resins, while better than the more common Ester resins brought with it a new set of challenges. In use since the 1950's, Ester resins had a number of inherent drawbacks. The biggest problem was that Ester resins were not UV (ultra-violet) stable. Ultra-violet light would immediately begin to break down the binders, which crystallized and turned the cured resin into white dust. For this reason, Fiberglass components of the day had to be painted. The paint acted as a UV barrier. In fact, current automotive paint systems now include UV inhibitors in their chemical makeup.

At the time I started working with GRP there were two types of Polyester resins known as Type "A" and Type "B". Polyester resins are hygroscopic which means they draw moisture from the air. Type "A" resins have a small amount of wax in it, which is pushed to the surface during the cure. This forms a barrier to the air, which allows the resin to fully cure. Type "B" does not contain wax, which results in the surface staying slightly tacky. This tacky surface provides excellent adhesion between multiple lay-ups. With the Type "A" the surface had to be cleaned of wax before the part could be painted or added to. Type "B" would never fully cure in the presence of air, and has on more than one occasion become my worst nightmare. As with most new things, this information was not available at the time, which made for a very steep learning curve.

Before we get to this month's project I think we should cover some of the history behind this car. In 1960, Japan de-militarized and re-industrialized. Japan wanted to become a serious Exporter of manufactured goods including automobiles. In that same year, Yutaka Katayama was hired as the Marketing Manager for Nissan's North American Operations. At this time the Datsun vehicles were virtually unknown. At the same time, German born DR. Albrecht Graf Von Goertz was working in America as an Industrial Designer. After working on a number of projects including the Studebaker Starliner, and the BMW 507 Sports Car, Von Goertz went back to Germany to contribute to the now infamous Porsche 911. In 1963, Von Goertz consulted on the Silvia 1600 Sports Coupe for Nissan and debuted the car at the 1964 Tokyo Motor Show. He was then assigned to Katayama's pet project; the creation of a sports car for the US market. Yamaha was also contracted to develop a 2-liter engine. Frustrated with the number of development problems with the engine, Nissan stopped the project. Yamaha immediately took the prototype engine to Toyota where their combined efforts emerged as the Toyota 2000GT.

It was Toyota's success with this car that would put Nissan's program back on track. The 2000GT legitimized the Sports/GT design concept. New Design Team Leader, Yoshihiko Matsuo, now headed the revamped Nissan team. Together they would start a new project named "Nissan Design Project Z". In 1969, Nissan introduced the Datsun 240Z as a 1970 model. By the 4th and final model year,

116,712 units were sold in North America.

In 1972, Car and Driver wrote; "Last year, the first it was eligible, the 240Z came close to unseating the Chevrolet's Corvette as the Best All-Around Car. This year the voting was equally close and the results were reversed. Datsun's versatile, medium-priced GT/Sports car has become the enthusiasts' favorite for 1972".

I have always loved the lines of the 240Z. Although not as refined, it reminds me of what is in my opinion, the most beautiful Sports Car ever penned; the 1964 Ferrari 250 GTO. I hope to incorporate some



of the styling cues of this great design into the Datsun. To facilitate 10" wide tires and a 7.7" increase in Track calls for some very wide fender flares. Each flare, once completed will be around 5.5". Flares of this width are available but are reminiscent of 1980's Trans-Am cars, which is definitely not the look I want. Therefore, after an ex-



haustive search, I have decided to build my own.

The first step is to establish tire placement and travel. Once this is decided, the design of the flare can be started. Again, I do not want to take away from the original design of the car; therefore, the finished shape would have to mimic the factory proportions. With the basic design in mind it was time to create a Buck or Form. In the past I would have constructed this out of clay molded over a wooden skeleton. The clay would have to be approximately 2%, and not 10% larger to allow for shrinkage. Don't ask how I came to know this. This process is extremely long, tedious and expensive. For this project I have decided to use Extruded Polystyrene covered with a layer of spray foam, which will be shaped and sanded to the final contours. Once this form is completed it gets covered with a layer of automotive body filler, epoxy high build primer and paint. I am hoping not to have to seal the form with fiberglass cloth and resin before the body filler stage. I am not sure how the catalyst, (used for curing the body

filler) will react with the foam. If I have to seal the form it will add significantly to the time and cost of this part of the build.

Once painted and waxed, the form will be ready to have a mold, or negative built. The final step prior to mixing up a batch of resin is to coat the form with a mold release agent. So that brings us up to date with the build. Unfortunately, the scope of this part of the project will require at least 3 issues of Fast Lines to complete. I hope to have part two ready for the February 2005 issue. For next month, the focus will shift once again back to the engine. Last week I managed to source a set of pistons. Although the price was right, the quality left a lot to be desired. Unfortunately, you will have to wait till next month to read that story.



Project Datsun 240Z - Part 10 - Building Blocks

by Philip Amshad

This, the 10th installment in this series, marks one full year of planning, cutting, welding and fabricating. After a year of racing through this project, I am unable to see the finish line; no pun intended. This tends to be a very dangerous time in a project of this scope. The road ahead seems punctuated by a 4-way stop. Turning right, onto the hypothetical freeway would entail hurrying the build along to completion. Speed and haste at this time could result in a dangerous, unsafe, and un-drivable vehicle. Turning left would bring the project to a dead end, the proverbial graveyard of half finished projects, relegated to spend eternity in the corner of a damp, dark and cold garage. The last direction, which I have chosen, is to proceed straight ahead.

However, I find that I am still unable to complete one task, or part at a time. I currently have a dozen or so smaller projects, in various states of completion, due to budget constraints, parts availability, or weather limitations. As I mentioned in Part 9, I had managed to source a set of pressure-cast pistons out of the US. These pistons, complete with pins and rings are copies of OEM Datsun parts. Like the out of production Datsun pieces, these pistons feature a T-slot aluminum design, with integral anti-expansion struts cast around the piston pin bosses. This T-slot design weakens the piston and can/ will cause the piston head to separate from the skirt when subjected to continuous high RPM use. Therefore, my initial plan was to reduce the weight of the piston by machining material off in a non-critical area. With pistons in hand, I paid a visit to Kirk at Ajax Engines to ask his advice. Kirk was familiar with the company that distributes these parts, and mentioned that they are acceptable for use in a stock application. He then asked how many RPM I intended to run. I

reminded him that the engine would be required to build power to 8500 RPM. To which he replied 5500, and I lobbied back, no, 8500. After looking at the piston again, he handed it back and said, "An engine with this piston will do 8500 RPM...ONCE!" I have therefore started work on the parameters for a set of custom forged pistons.

Once these pistons are in hand they will be fitted into a more or less stock Nissan L-Series, cast iron block. All L-Series engine blocks are suitable for competition, which is fortunate because, unlike other



manufacturers, Nissan does not produce specialty-racing blocks, nor is there a reason to. Preparing a block for competition involves significantly more time inspecting, measuring and checking for potential problems than a simple rebuild. It is always cheaper (more cost effective) to start with a good block, than to risk building an engine with a bad one.

The first step after a careful disassembly is to remove the core plugs and have the block hot tanked. After more than 20 years as a road car, I was surprised to still find sand from the casting process inside



the cooling jackets. Removal required a long small punch, and the use of a pressure washer. With the block now run through its first cleaning bath, all remaining gasket material, silicone gasket maker, and corrosion need to be removed before the gasket surfaces can be checked for straightness, and the bores and main-bearings for roundness. All L-Series blocks incorporate pressed in oil gallery plugs that must be removed and tapped for the appropriate NPT (National Pipe Thread) Plug. Since this engine will be outfitted with a dry sump oiling system, most of the factory machined oil galleries will have to be blocked off, either with pipe plugs or welding. This process will be covered in detail in a future issue.

The next step in the block prep is to chase all the threaded holes with the correct bottoming tap. Please note that most of the inexpensive taps on the market are made slightly oversize. Using these taps will remove too much material from the bolt holes and significantly lower the available clamping load. With this step completed, the block is ready for boring, decking and align-honing. Of course, bore and deck surface finishes will differ greatly depending on the choice of parts and their materials. Although outside the scope of this article, the surface finishes play an important role. For an example, an aluminum block and an aluminum head will require a different finish on their mating surfaces than a cast iron block bolted to an aluminum head. To compound matters, a composite gasket will need a different surface treatment than a multi-layered steel gasket. This surface finish or roughness is known as "Ra" or "Reflective Angle". If you consider that gaskets are required to seal compression, vacuum, air, oil, coolant, exhaust and fuel, then you should understand how these parts are critical to an engine's reliability.



One item that required attention was the addition of valve reliefs. This is sometimes referred to as "eyebrowing" or notching. As mentioned previously, this engine will use a cylinder head from a fuel injected Datsun 280Z. The standard piston size for a 280Z is 86mm, while the stock piston diameter for a 240Z is 83mm. This additional bore size in the 280Z allowed for larger valves on both the intake and exhaust versus the 240Z. The 280Z used 44mm intake and 35 mm exhaust valves while the 240Z had 42mm and 33mm valves respectively. Therefore, in order to fit the 280Z head on the 240Z block requires boring the block out as far as possible. The finished bore will be 85mm, or 0.80" larger than stock. This is the maximum safe limit that the block will support. The purpose of the valve reliefs is to provide clearance for the valves at or near maximum lift, and to unshroud the valves thereby improving air/fuel mixture flow and consequently, power.

With this completed, it is time to turn out attention to the crankcase. Using a hand held die grinder and an assortment of carbide cutters, abrasive wheels, and grinding stones, remove all the sharp edges, casting flash and otherwise rough surfaces inside the block. This step, although time consuming, will serve 5 functions. It will remove any sand or casting materials that could break off and make their way into the engine's lubrication system. Polishing will aid oil drain back into the sump. It will help prevent cutting the engine builder's hands, or catching bits of lint from shop rags during assembly, and it will aid in cleaning the block if and when the engine requires freshening. The next step is to paint the inside of the block with chemically resistant epoxy paint. The brand of paint that I recommend is Glyptal. General Electric Co. originally designed this paint for coating and insulating the electrical windings of very large commercial generators. This product is unique because it is resistant to petroleum (oil) and acid. Of course, acid is one byproduct of the internal combustion process. For maximum durability, 3 coats are required, each slightly heavier, with 24 hours between coats. Once dry, the engine is cleaned again, dried, and liberally coated with water-dispersant oil. That brings this part of the build to an end. Later in the year we will look at the steps involved in Race Prepping a factory cast crankshaft.

As promised, next month we return to the world of fiberglass. The body modifications are taking shape, and it is finally starting to look like a racecar. So until then, keep your car and yourself safe and we'll see you at the track.

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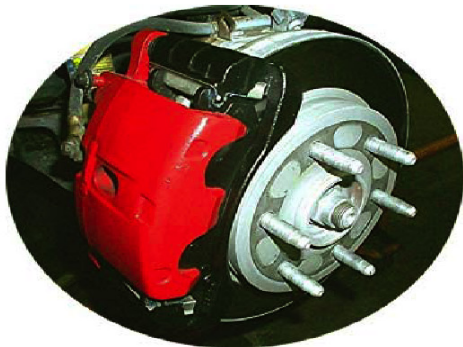


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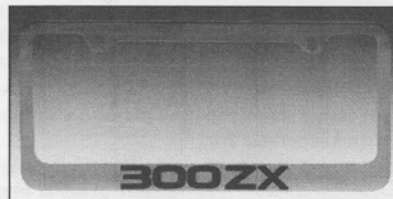
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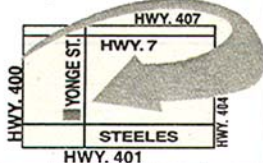
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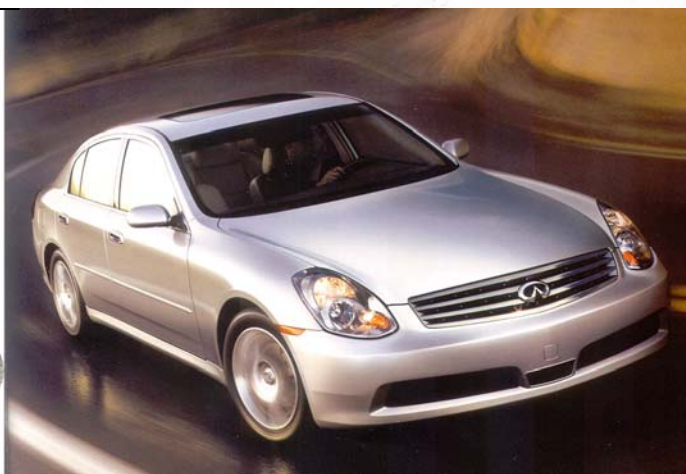
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