



The beautiful BRE styling of Rob and Geoff McCord's #53, 1972 Datsun 240z

Finally... it's racing season again!!! This year you'll see lots of Datsuns at your local tracks and out on the road again after a long winter hiatus. Sign up for those track days - if you haven't had a chance to look - there's a lot of track events and driving schools to attend... (www.ontariozcar.com, www.tizcc.ca/zevents.htm, www.zccaconvention.com, www.computer-ease.com/socci, www.trackmasters.com, www.trillium-bmwclub.ca) and many, many more.

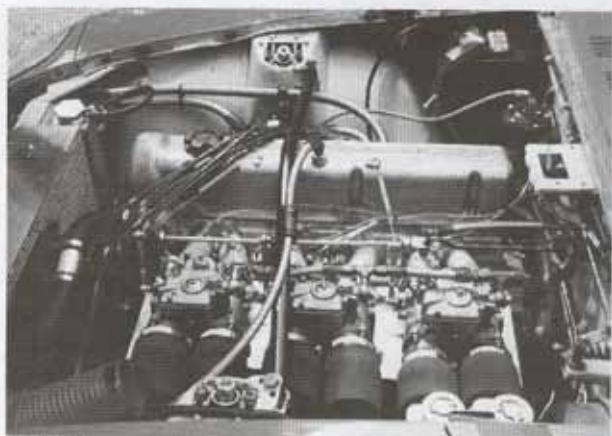
Guess what? There's a new Z racecar in town! We're very excited to hear that the 1972 Datsun Z car previously owned and raced by Bill Barton of Ohio has been claimed by Geoff and Rob McCord of Toronto, Ontario! Bill Barton purchased and raced this car with SVRA and HSR last year. A fantastic driver, and passionate Z owner (he's had a couple of z racecars over the years), I'm sure it wasn't easy for him to give up this car. Racecar #53 has crossed the border and is now staking territory in the McCord's garage under final preparations for its Canadian debut on VARAC grids this summer! I had a great talk with Rob regarding his up and coming exposure to Z racing...

Name: Rob McCord
Occupation: Service Advisor- Morningside Nissan
Hometown: Toronto, Ontario

DD: How did the search for the racecar come about? Were you specifically looking for a z car or were there other search criteria involved?

RM: The search started last year when I was looking for a car to build into an inexpensive racecar, primarily for the VARAC Historic Production and Group 70+ grids. The search led me to the 240z primarily because it is relatively inexpensive, parts are readily available and most importantly, there are many performance parts and set up tricks that have been developed for these cars over the years. After all, this car was a good racer right from day one.

I followed the market on e-bay for a while and saw a number of SCCA ITS cars go through which perked my interest. I bid on a few but they were always way more than I wanted to spend to buy in that kind of "take your chance" market place. I finally found a 240 in the mid west that seemed like a good candidate to build a car from. Certainly the price was right. While we missed the auction on e-bay the car didn't sell and I was able to buy it later for less than the reserve privately.



Triple Webers grace the clean, organized (and powerful) engine bay

The car turned out to be much too good to turn into a racecar, so I rebuilt most of it last winter and now have a good driver, but still I had no racecar. I decided last fall that the racecar idea was really what I wanted so we started hunting. Saw a car Bill Barton was advertising, which was basically an ITS car, and were very close to doing a deal for that one, then he sold it to someone else. He then informed us # 53 was also available. At first it was more than I wanted to spend, but close inspection showed a good car, lots of parts and an honourable seller. Next thing it was in our garage.

DD: What interested you with the Z car in general? (I.e. what's your history of ownership or passion with Z cars?)

RM: Other than the 240z I have for the street, none. I always liked the simplicity of them; I mean everything is so accessible; you can practically climb into the engine compartment and for what it is, relatively inexpensive considering the competitiveness of the cars to those in the same running groups. I have always liked the cars and have to say that both your car and Jon Brett's did inspire me somewhat towards the z.

DD: What interested you with specifically with this z car?

RM: This is a real racecar. I felt comfortable with the car; the preparation was good, not too much that had to be done right away aside from making it VARAC legal. It also looks to be a very well sorted racecar. From what I can tell a lot of thought and time went into it.

by Diane Dale

DD: Tell us what you know about the history of this car.

RM: The car originated as an ITS car out in California and was there until 2003 when Bill got it. Log books date back as far as 1991. A major rebuild was done sometime in the 1990's to convert the car to vintage specs, basically as it is now. It was successfully run in HSR WEST where it managed 2 overall victories at California speedway and Willow springs in 2003/2004.

DD: What are the Z car's specifications in the following areas

Tires/Wheels - 225/50 on 7x15 Panasports

Brakes - 4 wheel disc

Engine - 2.8L

Carburetors - triple Webers

Body - all steel, no flares, no evidence of rust repair, but typical racing battle scars

Interior - stripped for racing

Roll Cage - early style Nascar cage

DD: Are there any specific enhancements/preparations that are new to you, that you're really excited about - or ones that you feel are interesting?

RM: Having driven only a rear engine air-cooled racecar, this is a whole new world. My bet is this will be pretty fast so I'm not planning any changes until I get comfortable with it's current state.

DD: What are your current tasks/preparations on the car to get it ready for the season?

RM: Actually, other than small things like fitting the seat, some wiring and a few small changes to meet the CASC regulations we're pretty much set to go.

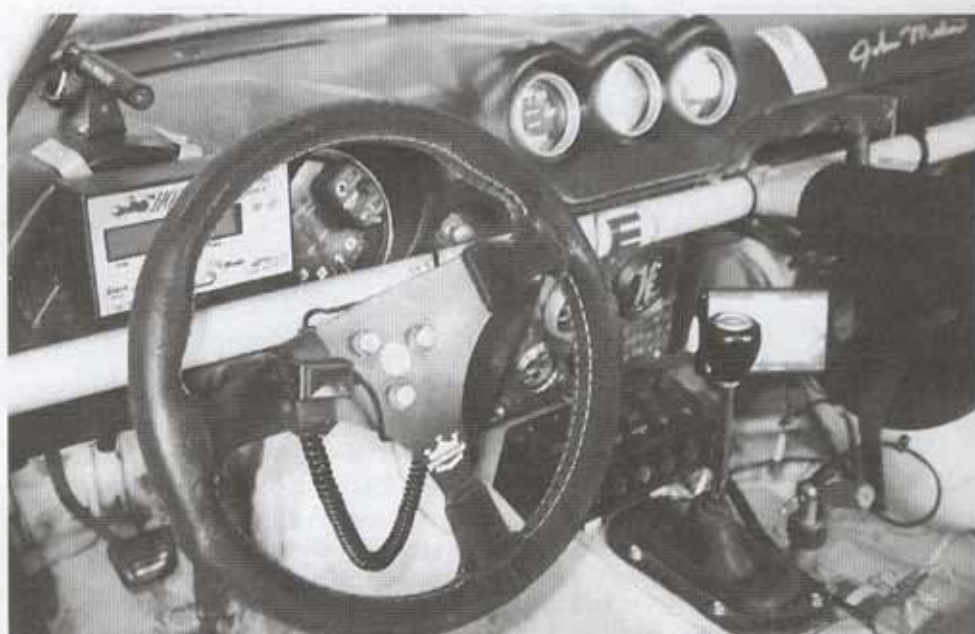
DD: It's very interesting that a "family" team has come together as car owners/drivers. Tell us a bit about your relationship with your Dad, especially around your mutual passion for cars and how that all works out.

My journey trying to find Trunk Shocks for my 350Z

Started out easy enough, looking and finding application listing for Hatch-back shocks starting out at Courtesy Nissan - Texas could not find any listing unless you buy the rear spoiler, so looking on the trusty 350Z threads came across a listing for a company called Strut-Wise in Canada that could fix or replace my shocks. Now I am happy no border to deal with, no extra charges. So I pick-up the phone and talk to Frank nice fellow and pleasure to deal with. I ask "Hello I am looking for Hatch Shocks for my 350Z, can you help me?"

"Sure No problem" the Gentlemen replies "Just sent out another set to a Fellow in the USA".

"Great can you send out a set to me as



240z Racing Dash - notice the signature of Peter Morton on the top right corner!

RM: My Dad's been racing since 1994 with his Porsche. I crewed for him every chance and became well acquainted with all the cars at the various tracks we visited. I started a few years ago and last year qualified for my national license.

DD: What other specialty cars have been in your past/present? (i.e. ones you've worked on or raced)

RM: For my Dad there have been lots; I have never seen most of them. Dad was the first President of the Upper Canada region of the Porsche Club so he's been into cars for a long time. In fact for as long as I can remember he's worked on them as a hobby and our basements has been full of parts.

DD: What motivates you to put time and effort into the hobby?

well?" Smiling because this is a slam-dunk. So I wait for the shocks to arrive yeah okay finally next week they get to my house rip open the package pull out the shocks, my they look big so I match them up to my old one's and these have at least 10" longer so needless to say back on the phone;

"Good Morning Strut-Wise, how can I help you"

"Frank, it's Terry you know those Shocks you sent me What model of Zed did you think I have?"

Silence on the other end; ' Oh I thought they were the same size as the 300ZX" Frank spoke softly, "Not even close Frank ... I am going to send you my old one's can you fix them?"

"Sure send them back to me with the other shocks I sent you and I will get them fixed up right away ... no extra cost to you" Frank said

RM: Well, I really enjoy working on the cars and most importantly I really love to go to the race track and see the cars run, I would some day really like to be as fast as my Dad.

DD: What are your event plans for 2005? Where can we find you and the new Z car this season?

RM: I think we'll stick pretty much to the VARAC Group 70+ schedule, with perhaps a trip to Watkins Glen or Mt. Tremblant.

DD: Well congratulations on your new z purchase!!! We're really looking forward to seeing you out on the grid. There's going to be a lot of fun cars out there, it's great to see that the z cars can dominate once again - especially up here in Canada!!!

more assured that he could fix this problem. So packaged up the 300ZX and the 350Z Shocks with the brackets and balls attached Sent them out to is company and they managed to fix them with new shocks and cylinders, heavier then the stock one's. In my dealing with this company I found out they can supply Datsun / Nissan hatch shocks old - starting with 1978 Datsun 510 going up to 1989 300ZX. If they don't have an application you can send them your old shocks and they can rebuild them. Well worth the effort to find a company that helps you out.

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