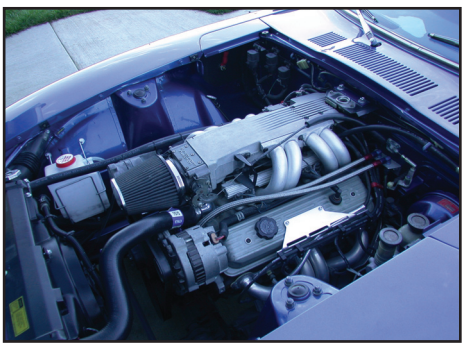
*We don't know exactly what it is about this modified Z-car, but it really reminds us of a Daytona Coupe.*



***305 TPI install offers twice the displacement, horsepower and torque of the original inline six.***

***A Tomahawk dash and roll cage gives this Z-car a very serious performance persona from the cockpit.***

***To get the dual exhaust to exit in the center of the rear roll pan took some engineering and modification.***

for a 30-year-old car. I wasn't worried about the selection of dings and scratches since the body was going to get extensive reworking."

Part of the reason for the good condition of the body was a special Ziebold treatment the car had received when new. While disassembling the body Juday discovered a myriad of dime-sized plastic plugs in the door jambs, fender wells, and any place that they could hide out of plain view. Turns out that these are what saved the body from the ravages of rust. This Ziebold process, sold to some of the original Datsun dealers, consisted of drilling holes, inserting a wand, and squirting a bunch of what looks like undercoating in all the body cavities. So if you find an older Datsun—or any donor car for that matter— with this Ziebold coating, you may be saving yourself a lot of rust repair (assuming that the treatment has done its job).

After the car was disassembled, the first phase was to paint the engine bay and install a junkyard 1991 305 TPI (Tuned Port Injection) small-block Chevy V-8 with a World Class T5 overdrive transmission.

"I chose the TPI motor because at the time it was a great value," Juday explains. "LT1s were going for twice the price. I wanted a 350ci but the TPI versions were rare and the ones I found were worn out and overpriced. I have no regrets, because the 305 gives up little to the 350 in TPI dress. Smaller, yes, but it still has more than twice the displacement, horsepower, and torque of the Datsun 2.4-liter six."

Phase II was the body. In searching the web, he came across John Washington's site (www.ztrix.com), which displays a wide range of Z-car upgrades, widebody mods, convertible conversions, and comprehensive Ferrari-esque body kits.

"I didn't want this car to be a replica," Juday points out. "I love the lines of the first-gen Z, and I just wanted to exaggerate them a bit. What I ended up with is a mix of two of John Washington's kits: the 280YZ rear fenders and the front fenders from his SubtleZ kit. He was very helpful in supplying me the needed parts and bits of parts from both kits. He also custom-laid some components so that they could later be modified without making them too thin." All in all there are 11 separate parts of custom fiberglass from Washington, creating a one-of-a-kind treatment unlike any other car on the road.

In addition to the body conversion, Juday also added late-model Z-car taillights, and modified the fuel tank to make room for a center exhaust. He also installed a Tomahawk dash cap from Native American Craftsman. After he finishes a few interior details, phase III will be suspension and brakes.

"It just takes time and money," he laughs. That, and a few toppings for some extra flavor. ***KCB***

**Reaction Research** • www.ztrix.com