

ZEDLINE



Dedicated to the preservation and enjoyment of the Nissan/Datsun Z Car

a bi-monthly publication of



ONTARIO Z-CAR OWNERS ASSOCIATION

November/December 2011

2011 TOUR SEASON comes to an end

Halton Hills Tour



**Plus: the
conclusion
tale of two Z cars**



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Ask not what Ontario Z-Car can do for you. *Ask what you can do for Ontario Z-Car...*

I borrowed and customized something that the late John F. Kennedy

said a long time ago. When the world was in black and white. Many years have gone by and we now live in colour. The planet is now a very different place. The cars are a lot faster. But I digress. We had a great year, didn't we?

We had a terrific variety of home-grown events, a great Z-Fest, action south of the border and the Z Convention in Savannah Georgia. There was something for everyone. Throw in the monthly and joint meetings, the year end social, and you've got a pretty packed calendar of events. The active part of the season is winding down. The leaves are falling and many of the cars have been mothballed or are heading that way.

Members working the events and those who participated in them are the magic combination which leads to a successful year. When more is given, more is received. The

events may be winding down, but the meetings and camaraderie continue. The dreams of next year percolate in our subconscious minds. Even when the cars are nowhere near, the passion lives on.

The new year will bring many challenges but I believe our membership is up to those challenges.

I don't know what all of you will be celebrating over the coming Holiday Season. I'll be waiting for a fat guy in a sled. Also something about a famous birthday. To all of those doing the same, I wish you all a Merry Christmas. For every one else, and the options are dizzying, I wish you all the happiest holidays. I would also like to wish all of our members and their families a happy and healthy New Year. See you in 2012!

JP Matte, President
Ontario Z-Car Owners Association



2011 OZC EXECUTIVE

President:

JP Matte
905-839-8121, Pickering
jpmatte@rogers.com

Eastern VP:

Enrique Preza
416-402-0695, Mississauga
enriquepreza@hotmail.com

Western VP:

Laverne Burkhart
519-748-5187, Kitchener
lburkhart@netflash.net

Treasurer:

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

Webmaster:

Zak Irvine
zak@ontariozcar.com

Website Administrator:

Eric Zondervan
416-455-7445, Toronto
zedfoot@rogers.com

Newsletter Editor:

Jason Okolisian
905-785-3765, Mississauga
j_okolisian@yahoo.ca

Membership Director:

Bob Chwalyk
905-389-4024, Hamilton
rchwalyk@shaw.ca

Merchandise Director:

Terry Weston
905-388-5041, Hamilton
zeetoyz@shaw.ca

Events Director:

Brian Gracie
519-842-7874, Tillsonburg
bkgracie2@gmail.com

Mailing Address:

Ontario Z-Car Owners Association
2-3415 Dixie Road, Suite 304
Mississauga, ON L4Y 4J6

General Inquiries:

info@ontariozcar.com



ABOVE: Michael and Tina Lambert with JP and Howie at Z-Fest 2011. Michael is an active OZC member who has volunteered to design a club calendar which will be available to purchase at Z-Fest 2012. More details are on page 15.



Z-Fest 2011 at Brantford Nissan was a huge success largely due to the OZC members who volunteered their time to run the event.



The driving season is coming to an end, so it seems like a good time to reflect on what a great year it was. The highlight of 2011 for me was the trip to Rochester New York for the ZCCR All Import Car Show in July. There were many OZC members who attended and had a wonderful time celebrating our love for the Z car.

Other highlights from this year include Z-Fest, six exciting road tours and special events like the Swap Meet and Drag Events. Yes it's been a great year so far and even though there are fewer Zeds on the road at this point in the season, the camaraderie continues as we still have a few special events to look forward to - most notably the year end social on November 19. Please refer to the *Events Calendar* on page 15 for full details.

This issue of *Zedline* is jam packed with

The driving season is winding down

good content! Rick Scott provides a special report on the Watkins Glen Grand Prix Festival which, this year, honoured Datsun as the featured marque. Laverne Burkhart also shares his impressions from the Z Convention held in historic Savannah Georgia. Also contributing event coverage is Howie Yoshida with his take on the Thornhill Cruisers Car Show which several OZC members attended. Plus, track fan JP Matte runs down the numbers from the last track event.

The feature story in this issue is highlights from the two autumn tours - Kawartha Lakes and Port Hope. Cruising is a big part of what many members enjoy most about owning a Zed. Read their stories and admire the photos on the centre spread and you will be inspired to join us on the tours!

OZC founder Dieter Roth returns to conclude his legendary Tail of Two Z Cars. Dieter warps-up his story and ties it all together with a look towards the future. Now, hopefully Dieter can get Ahmad to bring his 240Z race car out to one of our events so the newer members can meet the man and car behind the legend.

Everyone with a special automobile should protect the value of their pride and

joy by getting it professionally appraised.

Ed Muth from Grand Erie Classic and Rod gives us *Expert Advice* on what auto appraisals are all about. I'm sure that you'll find Ed's article on page 14 very insightful.

In his regular column *Web Talk*, Website Administrator Eric Zondervan shares tips for using of our superb website. In this installment, Eric explains some interesting trends and statistics regarding ontariozcar.com.

That about sums up this issue of *Zedline*. On a personal note, this will be my second last *Zedline Newsletter* as I will be stepping down as editor after this term. My wife Joanna and I are expecting our second child in April so I will be devoting more time to my family. If any OZC member is interested in taking over as Newsletter Editor, please contact JP Matte.

In the meantime, I will see many of you at the Year End Social and other monthly meetings throughout the winter. Until then, take care and happy holidays!

Jason Okolisan, Zedline Newsletter Editor

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ZEDLINE CONTRIBUTORS:

Laverne Burkhart,
Reed Chatterton, Wes Hore,
Michael Lambert, JP Matte,
Ed Muth, Dieter Roth, Rick Scott,
Erle Strauss, Nigel White,
Howie Yoshida, Eric Zondervan

a bi-monthly publication of



WELCOME NEW MEMBERS!

On behalf of the Ontario Z-Car Owners Association, I'm pleased to welcome the following new members:

Ross Cunningham

I'd like to extend a cordial invitation to you to participate in club events, meetings, our website forum and the newsletter. Past members are also welcome re-join OZC and be part of the largest, most exciting Z-Club in Canada!

~ Bob Chwalyk, Membership Director



"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."





Watkins Glen *Sept 9-11* Grand Prix Festival *2011 featured marque - Datsun*

story Rick Scott photography Nigel White

It was a dark and rainy day! Why is it, every time I get ready to take a long awaited trip it rains? The weather man said it should clear up, good luck with that! I had the car packed and was on my way to meet up with fellow OZC member Clive Eastwood and his Volkswagen bus that would be our home for the weekend. We were attending the U.S. Vintage Grand Prix at Watkins Glen International. For many years a lot of people told me this was an event not to be missed and this year the marque being honoured was Datsun - so this would be the year for me!

I have been to "The Glen" before. It is only a four hour drive with lots of great scenery along the way. Clive had a GPS and I had satellite radio in my new car so we were set! Do you know what happens when you pull up to the EASYPASS tollgate on I90 and don't get a punch card? Neither did we. There was no one at the tollbooth. What do we do now? I remembered reading that if you lost the punch card you had to pay the toll for the entire length of the toll road and we didn't even have a card to lose. We stopped and asked someone and he thought that the State would send you a fine. Oh that's great! Clive said that he was leaving the toll road and going to make a deal with the operator. We pulled up to the tollbooth and after a few minutes I got a thumbs up from Clive, \$1.95 please. It seems that this happens all the time. Phew! We got away with that one.

At this point Clive says that he is going to take the scenic route. Do you remember

that four hour drive? Well that turned into six-and-a-half hours after lunch, test driving a Miata and me getting lost.

Well, we made it safely and joined up with our friends the Maw brothers (Craig and Jim). Apparently this weekend is a rite of passage for them - Craig has been to the Grand Prix 17 years in a row. This event is the unofficial gathering for Datsun Roadsters of north eastern United States and Canada. This year they numbered 45 cars. I have never seen that many Roadsters in one spot! Craig and Jim took us to the Hunt Club (I'm not sure if that's the actual name) which is a place of legend, close to the track for dinner.

After a great meal we headed back to the track and got the fire going. We were camping out at the toe of the boot. This is a place on the track that is about half way around the three mile course. If you're a NASCAR fan you've never seen this part on TV. Luckily, it quit raining and was clearing up. Tomorrow was going to be a great day!

When we woke Friday morning, we couldn't see across the track. Overnight, fog had rolled in like a blanket. We decided to go to the paddock and check out the

race cars. There were hundreds of cars registered for the race weekend. Everything from vintage Bugatti's to ex-formula 1 cars. There was a Lola that used to be raced by Dennis Hulme and was still painted in the Yardly colours. In the garage area was HLS30-00006. This was Nissan's first 240Z show car until a model sat on the hood and dented it. Nissan gave it to Bob Sharp to build a race car. The neat thing about this event was the large paddock with big budget teams pitted alongside the weekend racer. The paddock was open for all to wander and take in the sites.

There is a buzz that is unique to race tracks that happens in the early morning. If you stop and listen to all of the sounds, you will start to get excited. The occasional wrench being dropped and ringing off of a roll bar, the clattering of air compressors, the whine of starters spinning cold race engines and then blasting into a symphony of sounds. There are also the smells of engine oil, rich exhaust and race fuel. Someone should make an after-shave that smells like that! We were off to the front straight stands to take in some qualifying. The fog had backed up the schedule and was now



Friday morning was a foggy start at the track
To see more of Nigel White's photos, visit <http://s40.photobucket.com/profile/turbo240zed>

“There is a **buzz** that is unique to **race tracks** that happens in the **early morning**. If you stop and listen, you will **get excited!**”



clearing. The practice times were being cut short to get the day back on schedule. Group after group headed out onto the track for a few quick laps then back to the pits for some adjustments.

The city of Watkins Glen closes their streets on Friday afternoon so that they can bring cars down from the track to allow them to drive the old circuit. The U.S. Grand Prix in the late 40s was run on an eight mile stretch of country roads that included downtown. I really didn't know what to expect. We had been told to arrive before 1pm to make sure we got a parking spot. We found a good spot to park and stumbled across a car show. One of the first cars I saw was a red convertible Jaguar E-type sitting on the lawn. WOW! That is a symbol of a real sports car. I commented to Clive about a very clean 1988 300ZX also in red parked a couple of spots down. Hey that's Jorge Silva, a long time club member. After a few minutes of catching up with Jorge and his wife we headed off to see the only early 240Z parked at the show. We found out this was HLS30-000013. This car had been purchased by the ex-parts manager of Bob Sharp Nissan in Connecticut. Boy did he have some stories!

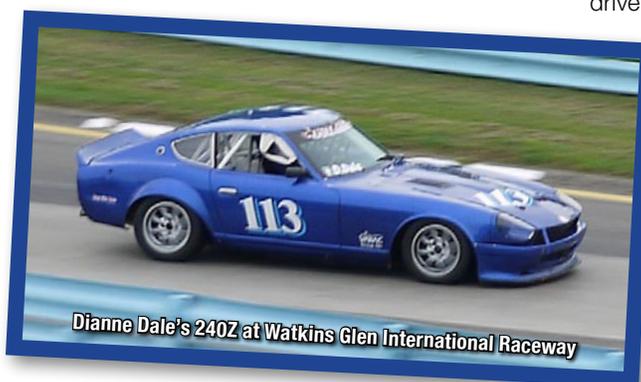
We found a seat on the curb, popped open a beer and waited for the festivities. *The first group of cars on the circuit were the Datsuns. I don't have the actual count but I'd say at least 160 took part. They included Roadsters, Zeds, 510s and even a 1980 200SX. I bet most of you don't even remember this car. I would like to know what kind of drugs the designer was on when he penned that car. YUCK!*



Jorge Silva's 300ZX

The parade of different groups went on for hours. After the day finished at the track, the organizers brought down a collection of race cars that represented the different groups of cars competing on this weekend. They parked them on the front street for all to see.

Saturday was when the real racing started. We had the Datsun flag flying on top of the Volkswagen bus and were getting some waves from the Datsun racers. We had a few of our club members racing that weekend. The most notable was Dianne



Dianne Dale's 240Z at Watkins Glen International Raceway

Dale with her very clean blue Zed that is serviced by Greg and the boys at Whitehead Performance. Also there with Zeds were Rob McCord and Kevin Young. In group 8 where the Zeds were running, a total of 59 cars started the race. Dianne finished 5th overall and 4th in class with Rob finishing 7th and Kevin in 12th. A Datsun won this race but the following Porsches were right in his exhaust. A very entertaining race.

We met a new friend from South Carolina that raced a lime green BMW in this group. Mike Blair had driven from his home by himself and we pitched in to give him a hand. Unfortunately he had broken a very weird shifter part and did not make the race. The car was also cutting out close to red line. When he got home it turns out that the crank pulley was starting to come apart confusing the crank sensor. What a great guy and he really helped make our week-

end turn out fantastic.

We also chatted with a gentleman that was the sole mechanic looking after three Porsches that also raced in Group 8. He ran a company that serviced race Porsches and his drivers flew out to the track for the weekend from San Diego. All weekend he would wrench on the cars and listen to his drivers and make the necessary adjustments to make them go faster. Did I mention that he just turned 71? This guy was way older than most of us and loving every minute of it. He was loading up the rig to drive it to New Hampshire and then to Virginia International Raceway where his three drivers would compete in another vintage race. He was also going to race his Porsche that weekend! I can only hope to be that vibrant when I'm 71.

Clive and I really enjoyed our first outing to the U.S. Vintage Grand Prix. I've only scratched the surface of what we did and saw that weekend. We've already discussed attending the 2012 event. If you like to camp at the track you can show up just about any time but if a hotel is your style, you will have to book early.

The marque for the 2012 Grand Prix is Mustang. I don't think there is one of our members that wouldn't enjoy themselves at an event like this. It is quite cheap and the people are great. Maybe you'll meet a new friend that needs a hand working on his race car. When you get to the track, watch out for the crazy Canucks at the toe of the boot. We'll be waiting for you! **Z**



Rick Scott and Clive Eastwood



Z-Convention, Savannah Georgia, July 18-23

by Laverne Burkhart

History - over 400 years not only embedded in the Civil War but in the streets from those early days of settlement in the new frontier. Cobblestone brought to the New World from England as ballast in the sailing ships. If only it could speak of the hardship endured, loves lost and lost loves.

Savannah, Georgia “the wall street of the south” and the cotton trade for decades.

Mystery - of the lives of people who were forced to call this place home.

Character - of a thriving city that has

everything. Architecture that survives to this day. People, proud of what they have accomplished. A seaport that brings the world to one place. Z cars from every direction on the continent converging on “Z Island!”

For many of us it was the love of the Datsun/Nissan community of friends. We shared in the experience. For those who have never been to an International Z Convention, I suggest you consider attending the 2012 event in Phoenix, Arizona. If that’s too far for you to travel, Z Con 2013 in New Hampshire is much closer to us. I’m sure we’ll have a good contingent there from OZC. **Z**



ABOVE: OZC members in Savannah (clockwise), Pat, Brian, Eric, Terry, Karen and JP.

Thornhill Cruisers Show ‘N Shine, August 29

by Howie Yoshida

I guess they liked what they saw last year because Ontario Z-Car was invited by the Thornhill Cruisers, for the second year in a row, to participate in their August cruise night, held at the Bayview Glen Church, near Steeles Ave. East and Bayview Ave.

I remember checking the thread on the forum about this event and there wasn’t much talk about it. I was going as were Nigel and Terry so I was hoping for a few others too. Upon arrival and not that late mind you, the row reserved for the Zed cars was filled up. I parked across from our full row and was eventually joined by a few more. We ended up with about 16 cars, not all OZC members though. Our Zedless Prez JP came out too, lending his presence and just enjoying all the vintage vehicles.

A few other imports were there but the show featured mainly older North

American models such as Cadillacs, Mustangs, Corvettes and a lot of real old classics that I didn’t recognize but were sure easy to spot. It was strange too because as one looked around, there were new muscle cars parked among the show cars, wondered how they got in? A quick count on the cars in attendance and it was in the neighbourhood of 175 of them and the lot didn’t look that full either. It was an enjoyable evening as our Zeds drew a lot of interest and long looks.

The event was well run with a BBQ and drinks being provided to raise funds for a worthy cause, a few vendors were selling car accessories and the 50/50 draw was worth \$150. We had no OZC winners this year for the draw or the People’s Choice Award so I guess we’ll be back next year if they invite us again. Try to make this event, you’ll really enjoy the cars there. **Z**



Bill, Terry and Edmarc

DRAG EVENT #2

high and dry for a change!

by Jean-Pierre (JP) Matte

The days leading up to our September 24th Drag Event were the kind of days which inspired Noah to take up boat building. Fortunately the rain subsided earlier that Saturday morning. We had one of the nicest days in years. Low 20s, sun, cloud and a gentle breeze. My car was still in the shop and as much fun as it is to watch, I couldn't withstand the lure of the smoking tires and roaring motors. My Mazda and I hooked up with Nigel White and his 240Z and we micro-convoyed down to the St. Thomas Motor-sports Park dragstrip in Sparta.

I took my 2003 Mazda Protege 5 and made four passes. As you can see by the figures below, it's no rocket sled but it managed to beat some of my times from the early 90s when I was running a messed up dual Weber set up on my 240. Any way, it felt good to get it out of my system. I had forgotten how much fun it was to be able to put your foot into it, even if the motor has more in common with a sewing machine, and not have to worry about any safety or legal issues while doing it.

We had a good turnout despite the fact that many of the usual cars were in the shop. I'd like to have more first timers and some who haven't been out for a while, come and join us to either participate (for a paltry \$30) or just watch for an even more miserly \$10. Thrills truly don't come any cheaper than this.

Here are the second drag event results. The totals from the two events will be tabulated and the awards will be handed out at our November 19th End of Year - Social - Christmas Party - Celebration of Diversity - Extravaganza. I hope to see many of you there.



Casey Hemmsheerk, Winner 240Z NA class



Mark Attridge, Winner 300ZX Z32 Pressurized

Results from the September drag event:

Mark Attridge, 1990 300ZXTT, 13.75 low et, Winner 300ZX Z32 Pressurized class.

JP Matte, 1970 240Z MIA, 2003 Mazda Protege 5, 17.91 low et.

Nigel White, 1973 240ZT, 12.89 low et, Winner 240Z Pressurized class.

Gord Olmstead, 1972 240Z, 16.11 low et.

Steve Novak, 2009 370Z, 12.62 low et, Winner 370Z Pressurized class.

Casey Hemmsheerk, 1972 240Z, 15.65 low et, Winner 240Z NA class.

Jim Maw, 1988 300ZXT MIA, 1983 MB 300STD.

Lance Kool, 2008 350Z, 14.5 low et, Winner 350Z NA class (from previous event).

Jim Maw's take on the day's events:

Weather was spot on, sunny and not too hot. Mopar Day was run concurrently with lots of rare and quick Dodges, Plymouths and AMGs. As well, there was a Pro Mod Mustang running Low 7's. It was ferocious and put on quite a show. None of the OZC participants broke. They rarely do.

We Cruised slowly into St. Thomas after the days racing and still managed to lose Steve Novak with the fastest car of the day!? Mark Attridge recommended the Legends Restaurant and Pub (named after us?) in downtown St. Thomas, where we had a very pleasant supper. All in all a very satisfying day of Drag Racing and Bench Racing. **Z**



Steve Novak, Winner 370Z Pressurized class



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TOP: The group posed in front of Bob and Betty Pauk's cottage on Chemong Lake. ABOVE: Edmarc barbeque's lunch while Terry supervises. LEFT: Wine tasting at Kawartha Country Winery.

by Jason Okolisan

The Kawartha Lakes Tour was a great success with 15 Zeds and 25 OZC members and family attending! The day started off cold, overcast, wet and windy in the GTA but as we cruised north from our meeting spot in Whitby, the sun came out, the wind subsided and it turned out to be a nice day. The roads were ideal for our cruise with twists and elevation changes which provided excitement for our intrepid group of driving enthusiasts. The scenery was beautiful with autumn colours starting to show in cottage country.

Highlights from the day were Buckhorn Road 507 to Gooderham (our most northern destination), Kirkfield Lift Locks, Hartley Road Causeway and Kawartha Country Winery. Thank you to Wes, Erle and Tom for planning the route and leading our group. A big thank you to Bob and Betty Pauk for hosting lunch at their lovely cottage on Chemong Lake.

The tour flowed at a nice leisurely pace with lots of interesting stops and plenty of time for socializing. This was a unique experience for me as I was a passenger in four different Zeds during the course of the day. Thank you to Peter for picking me up in his 350Z. It was cool spending time with Eric in his 240Z, reminiscing about my old Z31 with Dan and special thanks to Erle for letting me drive his "Green Machine" 300ZX Twin Turbo... what a thrill that was!!

This was the last big tour for 2011 and a great way to wind down the driving season. **Z**





Port Hope Tour

Oct 22

by Erle Strauss

We were very lucky to have a cool dry day. There was lots of blue sky and gorgeous coloured leaves on the trees. The tour went very well except for Wes NOT paying attention at the beginning when we all missed a number of turns. Wes and Eric were having such a great time that neither cared about navigating the tour. We stopped many times to regroup, I had to give Wes mapping as no one trusted his navigating skills in the beginning. Lunch was at The Beamish House in Port Hope. They were very accommodating and the food was excellent!

Tyrone Mills was one of the points of interest. Great hot sugar and cinnamon donuts! We also stopped at Archibald's Winery north of Bowmanville.

Mauricio (with Wes) and I were the only two cars left at end of the tour. There were very nice turns with lots of elevation changes. This was a simple and relaxing tour to finish the year. 2011 was a successful year for Z tours and there will be new tours created for 2012.

by Wes Hore

There was a great turnout (11 Z cars) to wrap-up the 2011 driving season. Everything went as planned, at least until we got to our first checkpoint. Damn, I missed the first turn and I was the one who mapped the route! After that we got detoured around the port of Newcastle. Unexpected for sure but nothing a beer at lunch couldn't wash away!



After lunch, Eric let me drive his 240Z. A first for me so it was pretty exciting. There were a few firsts to get used to - no power steering and no passenger sideview mirror. Funny how I've always taken those for granted. Loved driving that car! Reminded me a little of the '86 300ZX that I used to have.

Next stop was Tyrone Mills Bakery and Archibald's Winery. Pretty much the same as last year but with fresh donuts. From there the tour came to an end as people made their exit and went home. Erle, Mauricio and I finished the tour exiting south of the Toronto Zoo with a few curves to dream about over the winter.

by Reed Chatterson and Marg Graham

This was our first OZC cruise and it turned out to be an enjoyable time travelling the backroads from Bowmanville to our hometown of Port Hope. It was great to meet the owners, see the cars, share a delicious lunch and social time. Wes made the experience very memorable! We look forward to touring again in 2012. **Z**



ABOVE: Lunch at The Beamish House in Port Hope. Tyrone Mills Bakery. Wes and Tom at Archibald's Winery. Photos by Wes Hore and Erle Strauss.



a tale of two Z cars

OZC founder Dieter Roth, *AKA The Z Master*, is back to conclude his legendary story...

by Dieter Roth

In part one of this tale of two Z cars, I mentioned our first Canadian GT2 championship at LeCircuit at Mont Tremblant in 1989, but I didn't tell you how we won. About six weeks before the race Greg Whitehead happened to be talking to an aerodynamics expert about airfoils and how the air speeds up as it travels across an airfoil. That's when he had a "light bulb" experience.

What if you take an airfoil and bend it into a circle like an air horn on a carburettor, it would increase the amount of air entering the combustion chamber allowing more fuel to be added and so creating more horsepower. If you make the inside diameter exactly 34 mm at its narrowest point, one could eliminate the internal choke of the carburettor and so allowing even more air flow. Well one large chunk of aluminium billet and a C&C machine later we had six beautiful air horns. Automotive jewellery.

On to LeCircuit. Via some of our competitors and some spying of our own, we soon learned that we had some serious competition from two entries. The first one was a green and black BMW and the other a yellow VW Golf.

Qualifying day, Ahmad qualifies in first with the BMW in second place by about

half a second. The Golf goes out and we time him during his warm up lap. This is a full tube chassis race car with a full tilt factory engine. Not good news. He is about one second faster than us... and then he breaks a half shaft. No qualifying time, he starts last on race day.



Race day, Ahmad says to me, "Dieter, just give me the interval between me and the Golf, I'm not worried about the other cars." Okay. The race is 12 laps and there are about 26 cars in the field. Green flag... Ahmad easily takes the lead. End of the first lap Ahmad has a ten second lead on the Golf. By lap six the lead was down to five seconds and Ahmad was coming up

to slower traffic. Greg and I figured that the Golf would be on Ahmad's bumper with two or three laps to go. Four laps to go and the Golf has in clear view of Ahmad with three cars between them as they disappear into corner one. I look up the track expecting to see the Golf right behind the Z. What I see is the blue Z and nothing but a bunch of race cars. The Golf is missing in action! Greg and I are grinning from ear to ear and wondering what happened. There was no caution flag so he must have broken something again.

Ahmad wins and stops the car to pick up the checker flag. I run out to the car, jump into the passenger side and sit on the battery box. Ahmad hands me the flag and off we go on the victory lap. As we go up into corner one, a right hander with a cliff on the right side, Ahmad points up the cliff and I see the Golf about 30 feet up looking very sorry for itself. My guess is that the driver got a little anxious when he could see the Z three cars in front of him.

After the victory lap we head for the post race tech inspection. Now one of the things they always check is the size of the chokes. We didn't want the competition to see what we had done with the air horns so with the other drivers standing around we asked



Ahmad running qualifying laps at LeCircuit, Mont Tremblant, 1989



Ahmad's original 240Z GT Racer as it currently looks

“the poor little ice racer Z had to be sacrificed to repair the GT car and that’s how our two Z cars became one.”



ABOVE: Ahmad and Dieter do a victory lap after winning their first Canadian GT2 championship at LeCircuit, 1989. OPPOSITE PAGE: Greg Whitehead, Ahmad khodkar and Dieter Roth with their GT2 Racing Champion 240Z on display at the Nissan Headquarters in Mississauga, Ontario, 1990. BELOW: Dieter Roth, 2011.

the inspectors to come under a blanket covering the engine compartment. Much grumbling and protesting later from the other drivers, the tech guys emerged from the blanket and declared us completely legal. YES!!!

Three years later, BLACK DAY IN SEPTEMBER. The Canadian GT championship is being held at Mosport. GT2 and GT3 start together. The competition is good but not as strong as in previous years. Ahmad has the pole and is leading the race after the first lap. By lap nine his lead is about five seconds over the rest of the field and he is lapping the slower GT3 cars.

Corner three at Mosport is a blind uphill right hander that then goes down hill as you cross the apex. A Fiat 124 (also a friend of mine) loses it coming out of the corner and is stopped sideways with the passenger side facing up the track. Ahmad comes over the crest of the hill, sees the Fiat and aims between the edge of the track and the front of the Fiat. Now remember this all happens in a split second. It’s at this precise moment that the Fiat driver re-fires the engine, drops the clutch and jumps right in front of Ahmad. The crash was horrendous.

The Fiat driver was out cold for about a minute but otherwise unhurt. His roll bar was pushed over to the drivers side within inches of his seat. The front of the Z was about two feet shorter than it used to be and miraculously, Ahmad was also unhurt. The race was red flagged and finishing results were determined by positions of the previous lap. Not the best way to win a championship.

After much examination of the car, we determined that the front was not repairable so the poor little ice racer Z had to be sacrificed to repair the GT car.

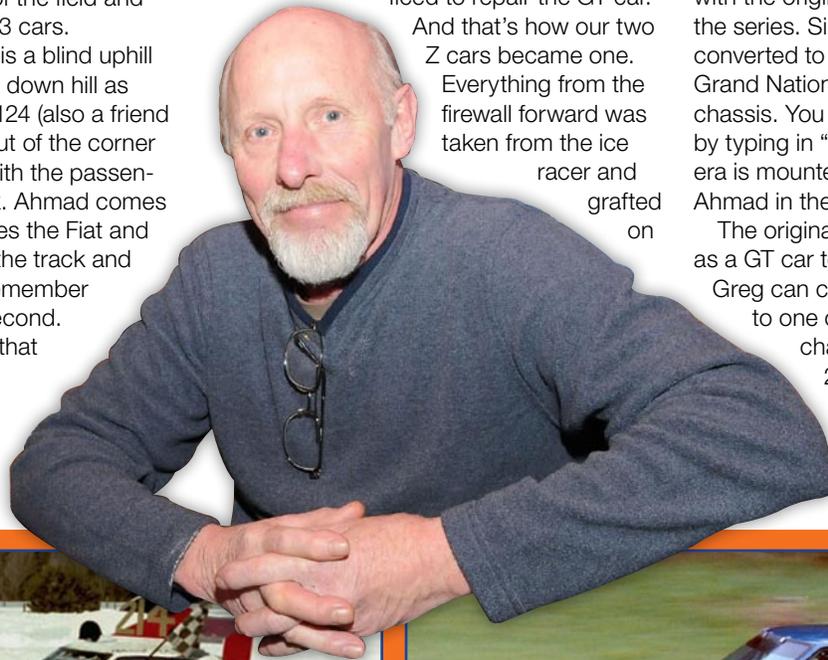
And that’s how our two Z cars became one.

Everything from the firewall forward was taken from the ice racer and grafted on

to the GT car. While we were at it, we added wide body flares, better brakes, big HRE wheels and massive carbs as we would be racing in the Canada Challenge Cup the following year. These upgrades also produced the new track record for normally aspirated cars at Mosport - 1:31:504.

It was at this time that I had to leave the team due to other commitments. But the adventure for Ahmad and Greg continued for some time. They built another Z identical to the original one as a spare car for the Challenge Cup and won the GT2 division, with the original car, in their second year in the series. Since then the second car was converted to pure GT1 with a full tilt Buick Grand National V6 turbo and front tube chassis. You can see this car on YouTube by typing in “one fast datsun.” The camera is mounted on a Viper trying to catch Ahmad in the Z.

The original ‘72 240 still lives and races as a GT car today. I hope that some day Greg can convince Ahmad to bring it out to one of our events. The history and character of Amhad’s original 240Z is very special. I’m sure that the newer OZC members would enjoy meeting Ahmad and seeing his legendary Z car. **Z**



The ice racer Z car was sacrificed to rebuilt the GT racer



The GT racer Z in its first year in the Firehawk Series, 1988

Classic Auto Appraisals 101

by Ed Muth

Grand Erie Classic and Rod have been appraising cars since 2001 and I can't begin to tell you how neat it is to be working in a hobby that shares the fun and synergy we have. We also belong to ACAAR (Antique & Classic Auto Appraisers' Registry) which is a regulating body that meets regularly to discuss the issues that go with our duties.

The main reason we do appraisals is to document a vehicle for insurance purposes. The key here is the 19A policy which essentially is an "AGREED" value. The value, when received by the insurer is the value they either accept or reject. They accept our documents because we provide a reliable and accurate description of the vehicles they insure.

We also provide them with accurate VIN numbers, condition assessment and description that may help in identifying a vehicle - so you can appreciate how this can be useful if the car is stolen or requires identification when recovered.

You will pay a premium based on the per \$1,000 value of your car so essentially, if your car is more valuable you will pay a higher premium.

A considerable deviation is the modified class which takes into account risk that the insurer assumes in insuring a car that has been modified from its original state. This can be a very gray area and also of considerable responsibility to the appraiser in outlining enough information to discern if a car is indeed "modified to the extent that a line has been crossed." The insurer usually makes the call from the description given. Putting a small block Ford or Chevy or even a Skyline engine in a Datsun 240Z is indeed a typical example. **Double the horsepower and we get excited but the insurer gets the same vibe!** Usually the premium doubles!! I try to word these discreetly as upgrades. If proper brakes and safety are exercised then there may be considerations but... not my call. My duty is to document the car, its details, and its condition.

Condition is a real serious input for the process. Nice clean cars with very nice bodies, clean engine bays that are detailed, detailed undercarriages - usually garner a #2 condition and show absolutely no corrosion. A car in number one condition is a trailer queen or show vehicle. Vehicle condition goes all the way down to a #6. Southern rust free history gets special mention and usually a 10% premium. Also, mention of dry,



Ed Muth with his 1971 Datsun 240Z

secure storage is a comforting thought to insurers.

Cars with values over \$50,000 may require conditions of security that include security systems and devices that locate the vehicle 24/7. Again, this may be stipulated by the insurer after the appraisal is complete.

Faux pas include NOS systems, tubbed rear ends, and full cage cars, but we have to include these details in our appraisals. There is a company that insures race cars and we have experience appraising these vehicles.

Show cars usually have details that stray from originality and can either detract or add to value depending on the theme and effect. 57 Chevrolets come to mind; high quality and painted underbodies that are show finish usually show nicer but can lose originality points, but on the auction floor can bring up to \$10,000 more at times simply because buyers like them that way! So, the theme can be very important when a car is presented.

Street rods and hot rods are an accepted genre due to their unique and modified construction. In order to build a car like this there are unwritten rules that are generally followed. In appraising these cars there is generally a rule of build style and quality engineering that apply. These cars are a sum of their many individual parts. Many 69 street Camaros and Mustangs for example, are being built from \$100,000 to \$300,000.

Original cars are most easily valued by their demand. There are many that change hands in order to establish a general value. Here build sheets, and paper work offer intrinsic value. It gets complicated though when a car has all its original components versus ones that have been acquired by way of NOS, or other cars.

Classic cars are often valued by their artistic value, history and pedigree. A pedigree is a file of paper work that supplies informa-

tion about the history, maintenance and factory options that the car was delivered with. Original bill of sale, owner manuals, maintenance manuals, warranty cards, build sheets, tank stickers, protect-plates, warranty recalls, legal documents, magazine articles, personal pictures, are all documents that can add value to individual vehicles.

Notoriety is another issue. Yes, if Elvis drove it or President Roosevelt ordered it new there may be a value of notoriety that goes along. Pierre Trudeau's 1962 Mercedes 300 SL is indeed a car that can have significant value.

Cars should be well presented at appraisal time simply because dirt and grime are detractors and don't allow clear representation of the good that is present.

So there it is. **A good appraisal will be of value to you in many ways.** It will peg your car in time and therefore requires an update (every 3-5 years) that takes any changes into consideration. And if its done properly, it can be a nice history of your car to treasure. So, get it ready for some fine photos, we want it to look its best.

Lets remember that our vehicles have equity, contribute to the economy and have great artistic and aesthetic value. They are **an investment we can proudly drive**, plus they enable us to meet new friends and enjoy the company of others who share similar interests. Classic and special interest vehicles offer unlimited opportunities for research and learning about the history and aura that surround them.

One more thing I'll explain since I get asked about these a lot - **the "Green Sheet"** (titled Motor Vehicle Appraisal Record) are forms required by the Licence Office (MTO) for transfers of vehicles. Yes, this is another hoop to jump through. We do these. We appraise your car and then you pay tax based on the higher value - your original bill of sale versus our valuation. These now have a verification sticker (Dalton has us paying for the stickers) that I attach to the document.

So call me if you need more information about any of the above. Oh and let's remember that 95% of spouses know where the appraisal is.

Ed Muth is a certified auto appraiser with Grand Erie Classic & Rod and a long standing member of OZC. Ed and his wife Marian actively participate in club events. Ed's handle on our forum is Zeded. Z

OZC 2011 Events Calendar

November 2 - Eastern Chapter Meeting at Route 66, Scarborough, elections for 2012 Executive Committee

November 9 - Western Chapter Meeting at East Side Mario's, Woodstock, elections for 2012 Executive Committee

November 19 - Year End Dinner & Social at Grand Valley Golf Club

December 7 - Eastern Chapter Meeting at Route 66, Scarborough

December 14 - Western Chapter Meeting at Ernie's Roadhouse, Cambridge

Year End Social, Nov. 19

Come out to celebrate the end of another great year of events with your fellow club members, their spouses and friends at our annual dinner and social evening.

Cocktails at 6:00 p.m. (cash bar), **Buffet** served at 6:30 p.m.

MUSIC by DJ, so wear your dancing shoes! Plus door prize giveaways.

LOCATION: Grand Valley Golf & Country Club, 1910 Roseville Road, RR# 2, Cambridge ON N1R 5S3 Phone: 519-623-8811

MENU: Hot buffet featuring roast beef, chicken, vegetarian lasagna, roasted potatoes, vegetables, cold salads, fruit tray, dessert, coffee and tea. Cash bar for all other drinks.

COST: \$15 per person with a limit of 2 tickets per member with paid 2011 OZC membership dues. Additional tickets may be purchased for \$27 per person.

PAYMENT: Firm numbers are required as this is a catered event.

Payment must be received by Monday Nov. 14. No walk-up admissions allowed at the door.

PAYMENT OPTIONS: (1) In person to JP Matte or Laverne Burkhart. (2) PayPal using the link on the OZC website. (3) Mail a cheque to the Club postal address (printed on page 4). Must be received by Nov. 14, 2011.



2010 Year End Dinner & Social at Grand Valley Golf & Country Club

2013 OZC Calendar, be part of it!

Michael Lambert, a long time OZC member and professional graphic designer, has offered to design an OZC calendar for 2013. Because of its unique nature, it will be on sale at next year's Z-Fest. The price for the calendar should be in the \$15 range.

A message from Michael Lambert:

The theme for the OZC calendar is "places we have been." This allows a lot of room for interpretation. We have a great group of members that love to tour so

there must be a good selection of photos from all the trips to wineries, cottages, etc. I would love to have a good representation of cars on the track as well. Roadside attractions and car shows will also be considered.

I will pick the final images with regard to strong composition, resolution and minimum "clutter." In most cases we do not want people in the shots unless they are part of the appropriate background, such as in the stands at Mosport. We do



Jason Okofsan, Forks of the Credit Road, Oct. 2011

not want the owner or owner's kids sitting on the fender in the driveway. Actually the driveway is not a great location anyway (unless you live in Beverly Hills).

Email your photos to Michael at: artstreamstudio@gmail.com

Trends and Stats

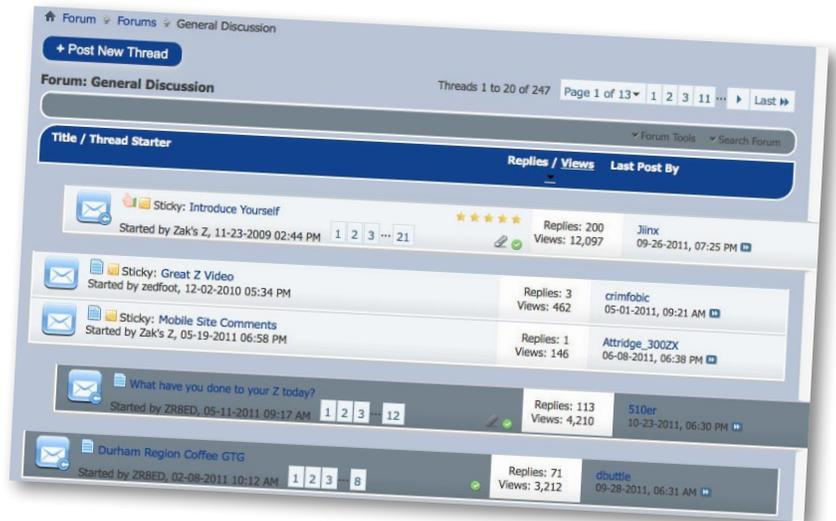
tips for using our website

by Eric Zondervan, Website Administrator

In this installment of web talk, I'm going to discuss some of the trends and statistics from our website - ontariozcar.com.

The following statistics are as of this writing, Oct. 14, 2011. **Registration** has tapered off a bit, understandable as there are a limited number of Z enthusiasts. There are 600 registered users, 119 of whom are active. The most users online at one time was 84 on August 24, 2011 at 9:22 PM. They must have been checking out Z-Fest posts. The most registered users online was 58 on May 11, 2010. The next day had 57. That was a Tuesday and Wednesday. Anyone surfing at work? The three biggest days for registering came one after another: Nov. 23, 24 and 25, 2009 with 9, 9, and 11 people registering. We've gone from a high of 35/week in Nov. 2009 to 1/week in July and Aug. 2011. The biggest month was Dec. 2009 with 52. The smallest was Sept. 2009 with 1, probably because we were hacked.

The most active poster is Jason Okolisan, aka "rockdog," at 498. The most viewed



forum is General Discussion. The most popular thread is "Introduce Yourself" with 11,898 views and 200 replies. It gets prominence because it's a sticky at the top of the first forum, so everyone sees it. The forum with the most threads is Buy & Sell with 466 threads and 1,704 posts.

A **thread** is a new subject, for example; a car for sale. **Posts** are responses to the thread, so in this example, there are about three responses to each new subject. Many people just visit the website and are not active on the forums. As seen by the statistic above, out of the 600 users, only 119 post. After "Introduce Yourself" with 11,898

views, next comes "what have you done to your Z today?" with 3,871 views. Pretty wide appeal there. Then we have my own thread "Z Tour of a life time" with 3,514 views. After that comes "Durham Region Coffee GTG" with 3,014 views. Interesting that two of these threads were started by the same user, Scott Taras, aka "ZR8ED."

Don't be shy about starting a thread or responding to an existing one. Try to use good spelling and grammar so our site looks professional, but if it's really bad, I can access your post and edit it for you. **Attach photos**, they make your thread more interesting.

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Everyone should have a **profile** picture, and if you're tired of the one that you've been using, you can change it as often as you like. To do so, click on "settings" near the top right of the screen. Under my "My Settings", click on "Edit Profile Picture." You can link it from a URL such as photobucket or flickr, or option 2, upload a photo from your computer.

To further edit/fill out your profile, click on "Edit Profile" under "My Settings" go to "Custom User Title" and fill in the box. It would be nice if you used your real name so we can relate to you. What have you got to hide? Put whatever you like in there, so long as it's not offensive. Be sure to click "Save Changes."

Some threads can be made more interesting by adding a **poll**. When you are starting a new thread, scroll down to "Post a Poll" and click the small box. A "4" will appear in the big box. Change this to how ever many poll options you want. Now the tricky part. You have to click "Submit New Poll" before you can actually set it up. If you got this far, you will do just fine.

A note on **etiquette**, the usual: no advertising unrelated junk, nothing political, religious or otherwise inappropriate. Be sure you are starting your thread in the right Forum. Things wanted and for sale go in "Buy & Sell" and so on. Don't hi-jack other people's threads. Start your own thread if what you have to say doesn't relate directly to the thread you are in.

Have fun! Lets see if someone can start a thread that bumps Scott or myself off the top views list. Get creative and share ideas with your fellow Z car enthusiasts! **Z**



ABOVE: Laverne, Edmarc, Ray, Terry and Bob took part in the special July Western meeting held at Wings Up! in Guelph.



RIGHT: Zeds on display at the September Joint East/West meeting at Montana's in Milton.

Join us at our regular monthly meetings

Eastern meetings are held the first Wednesday of the month starting at 7:30pm.

Route 66 Sports Bar & Grill, 416-755-7869, located in the Eglinton Square Shopping Centre at Victoria Park and Eglinton.

Western meetings are held the second Wednesday of the month starting at 7:30pm, alternating between Cambridge and Woodstock. Check the events calendar of page 14 for location dates.

CAMBRIDGE: Ernie's Roadhouse, 519-658-9562. From Hwy 401, exit at Hwy 24 North, a short distance will take you to the Queen Street exit on your right, take it and go up 3 lights, Ernie's is on the left at the corner of Queen and Guelph.

WOODSTOCK: East Side Mario's, 519-537-6100. 555 Norwich Ave. (Hwy 59) just north of the 401.

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