

ZEDLINE



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

SPRING IS HERE
time to get the Z out!

a bi-monthly publication of



March/April 2011

**2011 events
calendar
inside...**



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Ontario Z-Car Owners Association



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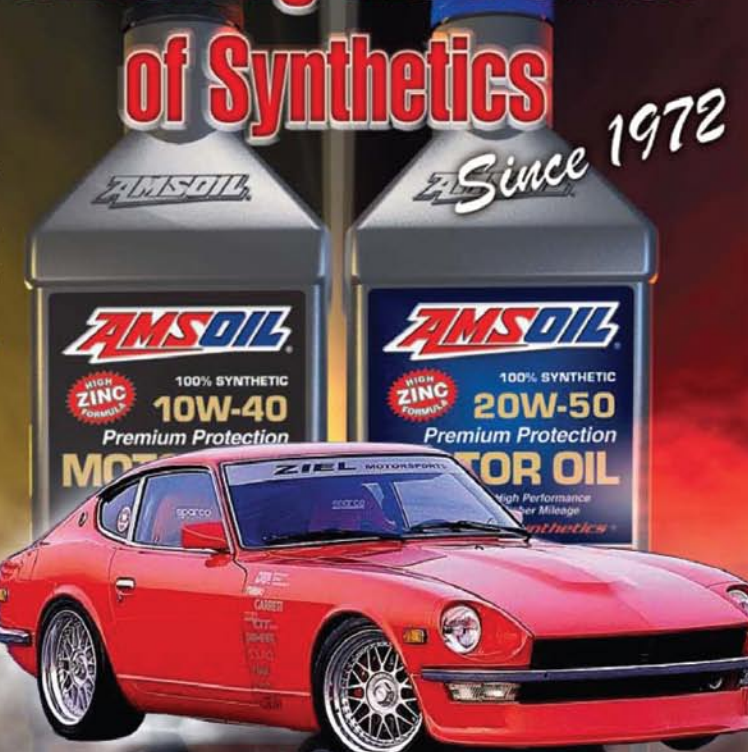


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It's dusk. Do you know where your Z is?

Adventure is coming our way. Even though those hot and sunny times are still months away, they're coming at us faster than we realize. What awaits may not be "Indiana Jones" grade adventure, but at least we won't be getting shot at by the bad guys. Speaking of adventure, our Web Administrator Eric Zondervan, takes adventure seriously. This summer he and a good friend Terry Tomlinson are embarking on a 20,000km Z tour in his early model 240. Going as far South as Savannah Georgia and as far North as the upper reaches of Saskatchewan. May the Asphalt Gods smile down upon them. Wouldn't it be great to be in Eric's shoes? I, and I am sure many of you, are looking forward to hearing the details of this epic journey of a lifetime.

What follows is a bit of a synopsis of what's waiting for you, and I hope that more of you than ever take advantage of what's being offered this year. Events will be much as they were the previous year. Joint meetings at the Milton Montana's in May and September, the MichaelAngelo's Car Show, a pair of Drag Events, a variety of manageably sized Road Tours, some action in the U.S. in association with the Rochester club, the Z Convention in Savannah Georgia, Z-Fest at Brantford Nissan, events not yet foreseen put on by individual members and our year end social in November. More about these events will appear in this and future Zedlines and will also be posted on our Website. Get out those calendars and start marking off some dates. As I have stated in the past, this year I look forward to seeing many new faces and cars over the coming Spring, Summer and Fall.

You may have noticed that the Zedline has taken on a bolder personality. This, courtesy of Jason Okolisan our new Newsletter Editor. I can't wait to see what kind of a ride he has planned for us. But before Jason can take us anywhere, we've got to put something in the "tank". In the world of newsletters, if you didn't already know, content is king. Interesting stories don't write themselves, and take it from me, coming up with something which strives to be interesting every month is no picnic. Everyone of our members is up to something, and though many believe that what they are doing isn't that special, you would be surprised at how many would beg to differ. I know that I do. So, and here's the pitch, if you've got something going on, something on your mind or just want to show off something you've been working on, send it in to Jason. He will be

very thankful as will the many readers of the Zedline. Together, with our literary and pictorial contributions, we can make the Zedline even better than it already is.

We recently had our first Executive Meeting of the year and along with an injection of renewed enthusiasm, some interesting and fresh ideas were proposed. I won't unveil them just yet, but once they've been polished and are ready to go, they'll be made public.

About where I see OZC going, my vision of what the club is and what it should be striving for, is not so grandiose. I want it to be relatively easy to run as well as have it be a catalyst which facilitates good times for the membership. I'd like to see the expansion of friendships between new and old members taken to a new level. And though by any definable standard we are doing well, it would be nice to see more extensive participation in club events by our members. Having said that, if the best we do is comparable to what we achieved last year, I shall be a very happy President. These are small concerns compared to what some people have to consider these days. Historic events on the other side of the planet as the Middle East awakens, some might say unravels, have far reaching implications which could ultimately affect us all.

For so long on the outside looking in, many there are motivated by a desire for the kind of life we take for granted. And who can blame them? As for us, growing up surrounded by the things we all love and have a realistic shot at attaining, can we be blamed for concluding that this is just the way things are and will forever be? Unfortunately, others are motivated by the desire for something else altogether. How this all plays out is anybody's guess. Closer to home, the U.S. is staring down the barrel of economic oblivion as the national debt reaches staggering proportions and the economy struggles to revive, thereby hampering efforts to address the crippling debt. The most vicious of cycles if ever there was one. Now more than ever, nothing happens in a vacuum, nothing is guaranteed and it is harder than ever to predict where it's all going. It was once said that these are the best of times and that these are the worst of times. Looking around it's hard to disagree. At the risk of sounding fatalistic, let's really take the time to cherish what we have and let's look out for one another. As the clouds gather and we hurtle down this poorly marked highway, alone or together, in everyday life and within the realm of Ontario Z-Car, let's make the most of every waking moment we have.

JP Matte, President
Ontario Z-Car Owners Association



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Hello to all my fellow Z Car enthusiasts! I'll start by telling you a little about myself. I joined OZC in April 2009 just before acquiring my current Z, a 1995 300ZX 2+2 NA. Previously, in my younger years, I owned a 1984 300ZX Turbo from 1992 - 1996. I've always loved these cars from as far back as I can remember.

I work for "The Mississauga News" newspaper as a graphic designer and photographer. I do magazine layout and editing in my job so taking on the position of Zedline Newsletter Editor is a natural role for me. Since joining OZC, I've been helping Howie Yoshida with designing the advertisements. JP noticed my design skill which prompted him to approach me about taking over as Editor when Howie expressed his intentions to step down and do something

Welcome to the new Zedline!

different. Howie is now our Treasurer. I was honoured to be asked to take on this important role and agreed to work with Howie on making a smooth transition. To that, I'd like to thank Howie Yoshida for his five years of service as Zedline Editor and his guidance in getting me up and running. I've discovered that being Zedline Editor is a fairly large undertaking... but I'm enjoying it!

I'd also like to take this opportunity to thank my wife Joanna for her support with this and my other car club activities. I put a lot of hours into redesigning this first Zedline and she has been understanding with me devoting my otherwise family time to this.

Moving on now, I'm very excited to bring you the first issue of the next generation of Zedline! In this issue we present the all important OZC events calendar for 2011. We have another exciting year planned with all of the usual events that you've come to expect so please make the most of your membership and come out for some of these great events.

I have several columns planned to be regular features in each issue. *Expert Advice* is an opportunity for our advertisers to offer tips and insight on their particular area of

expertise. This issue, Vuk Zivic from AMS shares tips on what to check for when bringing your Z out of winter hibernation.

In the *Retrospective* feature, OZC founding member Dieter Roth, AKA "The Z Master" retells his legendary tale of two Z Cars. This is part one of three.

Other regular features include *Member Profile*, *Club News* and *Web Talk* with OZC Website Administrator, Eric Zondervan. I'd also like to thank our advertisers. Without their support, the Zedline Newsletter would not be possible in this format so please consider calling on our advertisers for what they have to offer.

Enjoy this first edition of the new Zedline. I welcome any feedback by way of phone, email or through our website - my user name is rockdog. I encourage members to use the forum on ontariozcar.com to express your ideas and thoughts about what's going on in the club as I'll be pulling content off the website to use in future Zedlines.

I hope to see many of you out at our events this year... I'm getting excited, Spring is going to be here soon!

Jason Okolisan, Zedline Newsletter Editor

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WELCOME NEW MEMBERS!

On behalf of the Ontario Z-Car Club, we are pleased to WELCOME to the following new members and extend a cordial invitation for you to participate in club events, meetings, our website forum and the newsletter.

Bill Carlton, Roy Dailey, Fred Davidson, Glen Knox, Ronald Loosemore, Andrew Rizzetto

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!



"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."



OZC 2011 Events Calendar

March 2 - Eastern Chapter Meeting at Route 66, Scarborough

March 9 - Western Chapter Meeting at East Side Mario's, Woodstock

April 6 - Eastern Chapter Meeting at Route 66, Scarborough

April 13 - Western Chapter Meeting at Ernie's Roadhouse, Cambridge

April 16 - Swap Meet hosted by Whitehead Performance, contact Greg Whitehead, 416-665-2220

May 4 - Joint East-West Chapter Meeting at Montana's in Milton, join us for dinner at 6pm, meeting at 7:30pm

May 23 - Michael-Angelo's Marketplace Car Show, Mississauga, free admission, 11am - 2pm, 905-820-3300

June 1 - Eastern Chapter Meeting at Route 66, Scarborough

June 8 - Western Chapter Meeting at Ernie's Roadhouse, Cambridge

June 25 - Drag Day #1, St. Thomas Motorsports Park, contact JP Matte, jpmatte@rogers.com

July 6 - Eastern Chapter Meeting at Route 66, Scarborough

July 8-10 - ZCCR All Japanese Car Show Weekend, Rochester, New York, contact John Taddonio, zcarnut@hotmail.com

July 13 - Western Chapter Meeting at East Side Mario's, Woodstock

July 18-23 - Z Convention in Savannah Georgia, www.zccazconvention.com

August 3 - Eastern Chapter Meeting at Route 66, Scarborough

August 10 - Western Chapter Meeting at Ernie's Roadhouse, Cambridge

August 20 - Z-Fest at Brantford Nissan. (Fri, Sat & Sun event planning ongoing)

September 7 - Eastern Chapter Meeting at Route 66, Scarborough

September 9 - Watkins Glen New York, Grand Prix Festival, featured marque Nissan/Datsun, www.grandprixfestival.com

September 14 - Joint East-West Meeting at Montana's in Milton, join us for dinner at 6pm, meeting at 7:30pm

September 24 - Drag Day #2, St. Thomas Motorsports Park, contact JP Matte, jpmatte@rogers.com

October 5 - Eastern Chapter Meeting at Route 66, Scarborough

October 12 - Western Chapter Meeting at Ernie's Roadhouse, Cambridge

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 (date and venue to be confirmed)

December 7 - Eastern Chapter Meeting at Route 66, Scarborough

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

2011 Tour Itinerary

The OZC tour sub-committee is planning one tour per month from May to October. Tours will likely be shorter than in previous years to appeal to more members. Dates and complete details have not yet been set but here is an outline of what's being planned.

May - Halton Hills Tour featuring Snake Road and back roads up towards Milton.

June - Eric's Cottage Tour to Orillia featuring Southwood Road.

July 8-10 - ZCCR All Japanese Car Show Weekend, Rochester, New York.

August - South Western Tour through Tillsonburg, Port Burwell and Port Stanley.

September - Niagara Wine Tour.

October - Eastern Autumn Tour through Port Hope and New Castle.

Tour dates will be set on a Saturday with the Sunday as a fall back rain day.

Once available, further details on the tours will be printed in future issues of Zedline and posted on ontariozcar.com.

NOTE: Please check the events calendar on our website ontariozcar.com for the latest schedule updates between each printing of Zedline.



Ontario Z-Car Owners Association

It's time to bring your Z out of winter hibernation!

Here are some things to check...

by Vuk Zivic, Absolute Motor Specialties Inc. (AMS)

Spring is in the air and it's time to start thinking about our beloved Z's! After what seems like an eternal hibernation the light is definitely at the end of the tunnel. Jumping in our Z's and blasting around are a foregone conclusion with the introduction of sun and warm weather. Now before our visions of grandeur are fulfilled it is prudent to go over some important checklists to ensure optimal enjoyment and minimize heartache and disappointment. What follows is a preliminary check-list of items to look at with regards to a stored vehicle with some specific reference to Z32's. This however can be applied across the board to most any vehicle that has endured a hyper-sleep through our Canadian climate!



Vuk Zivic is currently in the process of rebuilding the engine in his 1992 300ZX Twin Turbo.

BATTERY:

We will assume that most have disconnected the battery to their beloved Z over the winter? Either that or some have employed the services of one of the many 'battery tenders' that ensure the battery stays charged. If not you may be disappointed when trying to crank! If the battery was left connected chances are even if you are able to boost the Z the batteries integrity has been compromised and you may be looking at purchasing a new one or if lucky using the warranty that is still existent. Once a battery is discharged it will never be the same again. Look around for obvious signs of acid seepage as well and check the connectors for corrosion/oxidation and clean if necessary.

OIL/FLUIDS:

Flushing the engine oil that has been sitting over this prolonged period especially in a high performance automobile is cheap insurance. These cars by nature are not used as general grocery getters and will be opened up more often than not so fresh oil never hurts. Now in addition to changing the oil and filter it would be a good time to look into the additional fluids – coolant, brake fluid, power steering fluid and even the windshield wiper fluid. Even if the levels are fine the next question should be when was the last time the Z had these fluids flushed? If you can't recall then it may be a good idea to score some long life coolant from Nissan, power steering and perhaps some high performance (non-silicon based) brake fluid such as Motul or ATE Super Blue.

With regards to the Z32 pay particular

attention to seepage/leak prone areas near or on the high pressure power steering lines. The high pressure line is notorious for leaking and it is situated right above the alternator. This hose has killed plenty of alternators with slow leaks. On Hicas equipped Z32 TT models there are several high pressure hoses that can show signs of wear. After all some of these cars are now 20 plus years old. Consequently the clamps and auxiliary rubber hoses should be checked for cracks, tears and seepage.

Was a fuel stabilizer used during storage and was the tank full before being stored? If not add some octane boost and get high octane fuel in the tank. With regards to the Z32 the oem clamps and hoses are notorious for leaks. Even the fuel dampener and fuel pressure regulator have shown signs of seepage. Once again the Z is starting to show it's age especially on any original components. Any leaks will be very noticeable upon start-up and will also emit the distinct fuel aroma. While we are on the subject of fuel when was the last time the fuel filter was replaced? Make sure if you replace this to do it after the Z has been sitting for a while or else you may get a shower and not the way you like it!

BRAKES:

We've touched on the brake fluid already. The Z32's brake master cylinder is an area that needs checking as the original parts will start seeping sooner or later. Look for tell tale signs like low brake fluid levels and corrosion/fluid trailing underneath the master cylinder along the firewall! Inspecting

the brakes lines for wear is yet another prudent safety precaution. Pads, rotors should also be checked for obvious signs of wear. When was the last time these were serviced? Was there any noticeable pulsation when the Z was on the road last? With relation to the Z32 the brakes were a definite weak spot for such a heavy vehicle. Warped rotors are a constant reminder of this. Perhaps it's time to upgrade to slotted and/or drilled variants. Better yet, several larger kits are available as a bolt on affair to improve with overall braking performance.

TIRES:

This area can often be overlooked. It shouldn't as tires are essential what keeps our Z firmly planted on the ground! Over the course of storage don't be surprised to see the psi drop. Check and fill to the recommended specifications. Along with this check for tire wear and cracks and/or bulges.

CONNECTORS:

Z32's are also prone to corrosion build-up within the fuel injector connectors, power transistor unit, coolant temperature sensor, etc. With some care the connectors can be taken off and cleaned with an electrical cleaner. Do not steam clean or power wash these engine bays! The connectors are not cheap to replace nor is the EFI harness.

SUSPENSION:

While the Z is in the air (or lifted at one corner at a time) the suspension can be checked for wear and tear. Tie-rod play, upper control arm play, shocks/springs, etc. The Z32 is also prone to blown tension rods and even rear sub-frame bushings. These will crack with wear and age and will leak a clear 'sap' like fluid.

ADDITIONAL SERVICE ITEMS:

When was the last time the air filter was looked at? What about the timing belt (Z32's have a recommended service interval of 48 months or 96K whichever comes first). Platinum tipped spark plugs also have a service life of 96K.

The above check-list may seem daunting at first glance but will ensure that the Z is ready for the coming season of pleasurable driving. Nothing worse than cruising on a nice day and having to bring the ride home or to the shop on a hook! **Z**

a tale of two Z cars

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

PART 1
OF 3

by Dieter Roth

Back in 1970 an orange 240Z was born in Japan and shipped to Canada to live a happy life. It was driven daily and enjoyed by its owner for about ten years and then sold to it's second owner. At this time the Z was taken apart into ten zillion pieces with a complete restoration in mind. But, I'm sure you all know this story... two kids and a new house later it was still in pieces. But don't worry little Z, you will become quite famous.

Meanwhile, back in Japan in the year of 1972 another orange 240Z was born destined for Canada. It's life became a little more exiting, as it's last owner (Len Whelen, ex C.A.S.C. President) turned it into a killer solo and street machine.

Now back in the 60s and early 70s I was having a good old time racing stock cars - my Cortina twin cam in rallies and dabbling in Formula 1600. The Z Car and I were love at first sight, but again you know the story, two kids, the house, etc. At around this time the second party of our little tale was building a very successful business in Germany and racing till his hearts content with Mercedes, Porsche and BMW. The other party was also building a business, but in Canada. He also started racing, but with Datsun 510's and B210's and fell in love with the Z Car. **Am I boring you yet?**

Wait for it... you'll see how those two Z Cars brought all three of us together and how a little history was made. Just to wet your appetite to continue reading, I'll give you the racing achievements of those two orange Z Cars:

- Ontario GT-2 champion • Firehawk Endurance Series GT-1 and overall champion • Canadian National GT-2 champion • Ice Racing Studded Class overall champion • 1990 Ontario GT-2 champion • GT-2 track record at Mosport at 1:34:9 seconds which still stands today • 1991 Ontario GT-2 champion • Canadian National GT-2 champion • Ice Racing Studded Class overall champion • 1992 Ontario GT-2 champion • Canadian National GT-2 champion.
- 1993 Switch and modifications to GT-1 specs: fastest time by a normally aspirated 3 litre car at Mosport, 1:31:504 • Development of fuel injection • Ontario overall champion • And the beat goes on...

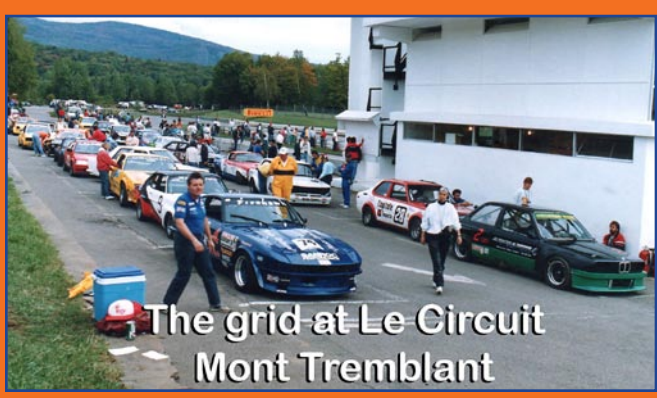
In 1986, having been reduced to a 1980 Honda Civic, I stumbled into a Honda specialist shop run by one Martin Sissons. I was looking for a little maintenance work on my car. In the corner of the shop sat a little '78 Civic, roll cage, headers, twin Webbers, the whole nine yards. I enquired as to it's purpose and ownership and was told that it lives as an ice racer and was owned by one Ahmad Khodkar. Being the fall of the year, work on the car was at a fever pitch to get it ready for the season. I offered to help with the prep work in exchange for a little work on my car and thus fate took it's first step toward in Z Car history.

Ahmad and I met that fall and became very good friends. In the summer of '87 I watched him race his 944S in the Rothmans Porsche Series as one of the top private entries. That fall, as we were enjoy-

ing a race weekend at Mosport, Ahmad mentioned that racing expenses for the Rothmans Porsche series were getting a little out of hand. I offered a suggestion to race in the GT class and have just as much fun at half the cost. But, he didn't know which car would be good enough to be a championship contender. I immediately mentioned the Datsun 240Z. "What is a Datsun 240Z?" came the reply. Now how does one describe the beauty and racing potential of a 240Z to a man who has raced everything from Porsche to BMW to Mercedes but has never seen a Z? Well... I couldn't. So, as I walked past the Porsche compound on my way to the hotdog stand, a devine light came from the racing gods and fell on an almost hidden 240Z sitting under a tree in the parking lot. I ran back and dragged Ahmad to the car and with a ceremonial TA-DAA introduced him to the Z Car. **You guessed it, love at first sight!**

As ice racing went into full swing that winter ('87/'88), the search for "THE" perfect Z went on and on. This is when the third part of the story, Greg Whitehead, came into the picture. Greg was introduced to Ahmad as the Datsun god of Ontario. If anyone would know of any 240's hidden away, he would. So we all started to look for "THE" Z Car. Greg finally found "THE" car. Then I got the call from Ahmad. "Dieter meet me at the 401 and Park Road exit, I found THE car, I want you to see it!"

I was parked at the exit waiting and then I saw it on the ramp. The most gorgeous blue 240Z I had ever seen. It was done. Full roll cage, fully adjustable suspension, 2.8 litre engine, triple Mikuni carbs. Ahmad



The grid at Le Circuit Mont Tremblant



1989... green flag
A new Canadian Champion

went for a test drive east on the 401 and came back the next day with instructions to turn this car into a full GT-2 race car. We had one month to get into the last two Firehawk endurance races of 1988.

Greg Whitehead worked his genius with the drive train, I worked on the chassis, interior and suspension. We did it, team work, lots of extra hours and enthusiasm was the key to success. The first race at Mosport was a success. No win but an encouraging outing. The next race at Mount Tremblant was more successful but also a little hairy for Greg. Not only was he the co-driver at every race, he was also the engine builder and had to be the passenger in Ahmad's custom 911 turbo on a record run from Le Circuit to Montreal and back in less than three hours. Reason for the trip? Badly scored camshaft. I think Greg's face gained a few age lines, to say the least, but he also enjoyed Ahmad's driving. We learned a lot that first year, all of which paid for itself the following years.

Late August 1988 Ahmad wanted to know how a car like the 240Z would do as an ice racer. I told him the car would kick butt. He said he had never seen one at the ice race track. I said, "time to introduce the world of ice racing to the Z Car, and I know where I can find one just perfect for the job." And that is how we acquired the 1970 240Z from my good friend Phil, still in ten zillion pieces. **So here we go again, another deadline.**

Greg does his magic with the driveline and I start assembling the five zillion pieces we need to make this into an ice racer. We make the first race despite all the wild modifications. Lesson 1: Do not mount the radiator in the tailgate for extra weight transfer or hook it up to the engine with ABS pipe and rubber hoses. I guarantee you they will separate. I speak of experience. Yes Ahmad got wet. Back to plan B.

Also do not use factory torque specs to tighten the camshaft pulley bolt to the cam. Use a prey bar, a large screwdriver to jam

the pulley and blue locktight. 12 bent valves are now mounted on a trophy and were presented to Ahmad by yours truly at the ice race banquet. **Despite all that %\$#@ we won the championship. "YES!"**

how does one describe the beauty and racing potential of a 240Z to a man who has raced everything from Porsche to BMW to Mercedes but has never seen a Z?"

During the winter of '88/'89 the GT car was completely stripped and improved from drive train to suspension, interior to brakes and aero dynamics, etc. Greg's connections and experience proved to be a god sent. By May of '89 we were ready. Through Ahmad's incredible ability to organize and finance the projects, we had a team, a race car and a lot of confidence.

Modifications to the car were extensive. It was 100% GT-2 race car now:

Aerodynamics: aluminium skid plate, new front spoiler, rear skirt, side skirts, 1.5 inch ground clearance, no drip rails, headlight covers and flush mounted Lexan side windows.

Suspension: Wildwood 4 piston callipers and 11 inch discs, vented rear discs with 2 piston callipers. Cockpit mounted bias control to rear brakes, modified lower control arm pivot locations with mono ball bushings and mono ball bushings at the upper strut mounts. Modified steering rack with quick disconnect steering wheel. Modified front and rear strut towers. Tokiko Black racing shock inserts in oil all around. All new adjustable racing springs and spring seats with racing damper springs on all four corners. Completely adjustable rear suspension in Teflon bushings.

Interior: Upgraded full roll cage, custom made 20 gallon fuel cell with gauge sender, two S&W accumulator pumps and two Hol-



Ahmad and Greg Whitehead

ley main pumps, one of which served as a backup. On board fire extinguisher one button operation to fuel cell, driver and engine. Full custom dash gauge package including: 10,000 RPM tach, oil pressure, water temperature, exhaust manifold temperature, fuel level, volts, kill switch, relays and circuit breakers. A button on the steering wheel to pump drinking water to the drivers helmet, start button, fuel pump switches, a large red oil pressure warning light and switches for night racing lights. Then we added a button on the steering wheel for the radio communications.

How the heck Ahmad and Greg ever kept track of what was what and raced at the same time is beyond me.

Engine: Venolia 14 to 1 fully floating forged pistons, Carrillo rods, fully ported polished and balanced N42 cylinder head, Nissan Competition header, 14 inch aluminium competition flywheel with triple plate clutch, one hell of a wild cam, competition rocker arms, MSD crank fire ignition system, aluminium radiator, modified turbo oil pump, eight quart oil scraper oil pan, competition crank and alternator pulleys, reduction gear starter and triple Micuni carbs with 34mm chokes. (GT-2 rules).

Tranny: Nissan Competition close ratio 5 speed. Two differentials - fully welded R 200's with 3:90 gears and 3:60 gears.

Miscellaneous: Fiberglass hood, fenders and rear hatch. Removable lights for night racing.

And that folks was just the first year!

Part one of three, to be continued... Z



The first outing at Mosport



Ahmad's ice racing 240Z



Vital Stats:

Member:
Enrique Preza

Occupation:
Operations Supervisor,
Kito Hoists & Cranes

Residence:
Mississauga

Cars:
1969 Datsun 510
1979 Datsun 140Y

LEFT: The Preza family; Enrique, Julie, Katja and Jacqueline on their way to Road Atlanta.
RIGHT: Datsun racing legend Peter Brock admires Enrique's stock engine.



qualifiers which included Georgetown's Derek Young in his 1971 240Z. My kids were a bit annoyed by the noise, but soon were thrilled to see all the cars speeding only yards away from our tent. It was a day full of action, but the highlight of the day was when I got to take Kaipo on the track for a few laps with all the 510's and a few Z cars. My wife Julie and our girls Jacqueline and Katja came along for the ride. They loved it!

In the evening we had a blast. Live music, drinks and lots of Datsun stories by the fire.

Sunday morning meant time to pack up and get on the road for the rest of the trip which included a stop to see friends at my former residence Jubilee Partners, www.jubileepartners.org. Our return trip also featured staying at Myrtle Beach for a few days of relaxation and back to North Carolina and Smokey Mountains National Park.

Now, before we departed The Mitty, there was one more highlight. This one came courtesy of Mr. Peter Brock. I packed up my car and headed out to say my good-byes. Some of my new 510 brothers had mentioned to Mr. Brock that there was a 510 in the group with a family and lots of camping gear.

I could not believe my eyes when I saw him coming down to see my car. He admired my packing job and asked to look under the hood to see my stock engine. He was not at all surprised that Kaipo had come from so far away. I asked if he would autograph my glove box and he happily obliged. I took a couple of pictures with the legend and headed out.

I drove away from the track extremely happy and pleased with all the new friendships I made. It was definitely worth the 1,000 mile plus drive to Georgia to be part

of this special event. I can't wait for the next East Coast 510 meet happening May 13-15, 2011. I'm going... who's coming with me?

I really hope to have a good representation from the OZC this year's East Coast Meet. It's not as far as Atlanta. This year it's being held at Summit Point Raceway in West Virginia, approximately 800 KM's from Toronto.

Hope to see you there. I promise a Datsun good time!!! **Z**

Enrique Preza is the newly elected OZC Eastern VP for 2011. His contact info is available on page 4 of Zedline under the Executive Committee list.



Enrique won first place in the "Other Nissan" category at Z-Fest 2010 for his Datsun 510 and 140Y.

The long and hilly road to The Mitty

by Enrique Preza

July 26, 2009, I find myself at the airport in Buffalo, flying to Manchester New Hampshire. I'm on my way to pick up my newly purchased 1969 Datsun 510.

July 27, 2009 I meet up with Lou, the seller. After a few minutes inspecting my purchase I pay the balance, get the documentation from him and start driving back to Mississauga. "I'll see you next year at The Mitty, right?" says Lou. I say "sure" not knowing exactly what this Mitty was all about...

April 29, 2010, I found myself driving to "The Mitty" in Atlanta, Georgia with my wife, kids, lots of camping gear and of course my 510 named Kaipo (Beloved in Hawaiian). We had just over 1,000 miles to go, but I was confident that all the work I put into the car over the winter was done right. This included a transmission swap from a boring automatic to a peppy 5 speed that I found in the US. This job would not have been possible without the help and expertise of



Enrique and family enjoy a little track time at Road Atlanta Speedway.

OZC's legendary 510 rally race car driver Bob Esseltine. Thanks again Bob. I hope one day you get your 510 back on the road.

On our first day we cruised all the way down to Beckley, West Virginia for a total 550 miles. The scenery was awesome and my two daughters Jacqueline (11) and Katja (5) were well-behaved.

During our second day we headed into the hilly part of the journey - Virginia, Tennessee and North Carolina. This meant the Appalachian Mountains were part of our route - ouch!! But, Kaipo was up for the challenge. Considering the amount of weight I packed, it climbed those mountains like Lance Armstrong climbed the Alps and Pyrenees for many years in his prime. At some points we reached over 5,500 feet. Somewhere in Tennessee I decide to give Kaipo a well-deserved break.

We got back on the road only to climb more mountains. I must say that most of these steep climbs were done in fourth gear. Very rarely did I have to shift into third gear. I was so pleased with the way the car performed, but at the same time relieved when we hit the flatter areas in South Carolina and Georgia.

By 4 PM on April 30th we arrived at our destination, the legendary track at Road Atlanta. We were finally at The Mitty. What is this? Well, it is the biggest and best vintage race weekend in the South-Eastern

US - and possibly in all of North America. Why did I drive all the way there? Well, this particular one was honoring none other than Datsun racing champion Peter Brock and his BRE racing team.

I pulled up to the designated parking area for my group - the SPEC510. This year the Annual East Coast 510 Meet was being held here as part of The Mitty. Wow, what a turn out we had. I think by the end of the weekend we had 44 of our 510's on the track and my Kaipo was one of them!

As soon as I pulled up I felt the familiar feeling of Datsun owner's hospitality. A couple of gentlemen I had never met before jumped out of their lawn chairs to help me set up my tent and make us feel welcome.

When that was done, it was time to open my cooler and share my Canadian beer. It was a hit as it coincided with the roaring of engines on the track. I turned to see who was on the track and in no time I spotted Lou, Kaipo's previous owner! He was in his bright yellow 1969 510 doing laps around the track. I knew right then and there why Lou said to me: "you must come to The Mitty." I was in 510 heaven! Eventually all the 510's came off the track and joined the party in the infield located right in the middle of the straight away. We had a bonfire and talked cars all night.

Saturday May 1st, 8 AM we were awakened by the roaring of the first group of



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For more information, contact the membership director
Bob Chwalyk, 905-389-4024, rchwalyk@mountaincable.net



ABOVE: The 2011 OZC Executive Committee; front from left; Terry Weston, Eric Zondervan, JP Matte, Brian Gracie. BEHIND: Bob Chwalyk, Howie Yoshida, Enrique Preza and Jason Okolisan. NOT IN PHOTO: Zak Irvine. INSET: Laverne Burkhardt.

Contact information for the Executive is available on page 4 of Zedline.



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 6 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.

Ontariozcar.com

our website has come a long way!

by Eric Zondervan, Website Administrator

The OZC website, www.ontariozcar.com, was originally created by Edward Burkhart in 1997. Edward was also Membership Director and Newsletter Editor, all at the same time! In 2001 Nigel White relieved Edward of the website duties and in 2005 Edward took over again. To see what the website looked like back in the early days, search "websites of the past" on ontariozcar.com.

When Edward was ready for a change, word went out that the club needed a new Webmaster so I volunteered with the proviso that I had no idea how to do the job. With a lot of patient coaching from Edward and Nigel, I learned enough to keep the site updated, post member ride photos and maintain the Events Calendar.

About three years ago at the OZC swap meet, this guy Zak introduced himself to me. I had never heard of him, and he must have thought with the title Webmaster, I knew a lot more than I did. He was talking so technical that I was lost in ten seconds... something about vBulletin and various modules. We

had been looking for someone to bring the site into the 21st century, and here was this guy bubbling with enthusiasm, spewing technical jargon like an active volcano, and offering to do it all for free!

At this time we were using Motortopia to host our forum and it was getting about one hit per month (we now get 25-35 hits a day). A couple of executive meetings later we approved the expenditure to purchase the basic version of vBulletin and gave Zak the go ahead to rebuild the site. Within a few months we had basically what you see now.

It wasn't long before we started attracting spammers, then hackers and we got a couple of bad hits which took the site right off-line. We quickly approved the expenditure for the latest and best version of vBulletin, which is supposed to block these low life idiots. So far it has worked. We still get the spammers trying to join the forum to push Viagra and other junk, but Zak has attached a program which

automatically blocks the known culprits. Every time someone new signs up, a notice is sent to Zak, Howie and myself. If they look at all suspicious, we can check where they are logging in from (usually India or China) and block them before they get started.

I've spoken to a few people who stopped going to the site after we got hacked last summer, but rest assured, Zak is keeping it up and running 99.9% of the time. If you haven't been on for awhile, be sure to come back and check it out. There is lots going on - several new people registering every day and many interesting posts to follow.

Next issue I will go through all the steps to get yourself registered, post photos, search old posts and help make you familiar with the site so you get the most from it. **Z**



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