

ZEDLINE

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

a bi-monthly publication of



July/August 2011

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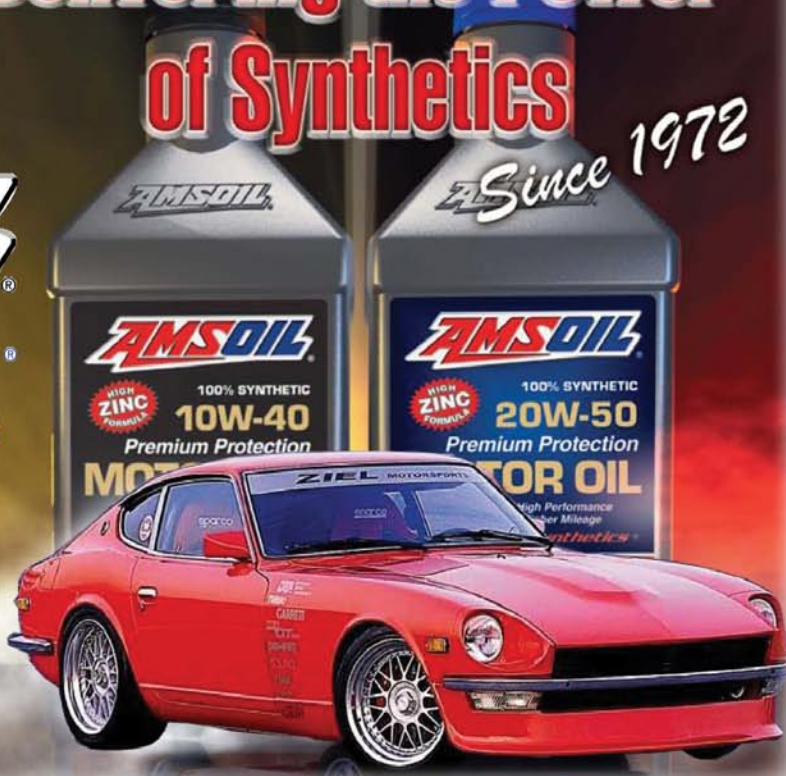
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On the road again

The road. The highway. We spend a great deal of time on them. Going to and coming from work, every day errands, events, car shows

and conventions, and for those of us who like to live on the edge, police pursuits. Having seen how many of the latter end on a variety of TV programs, I would not suggest giving those a try.

We have our own versions of road going fun. Specifically, a variety of tours which are put together every year. These tours start in the Spring and go well into the Fall season. We have an unsung group of people who organize the bulk, though not all, of these road going extravaganzas. Jason, your hard-working Zedline editor is a part of this group and he refers to them as an "unofficial tour planning sub-committee." That title works for me. I'd like to shine a little light on these people and thank them for their efforts. Erle Strauss is the group's main contact and one of its originators. And here, in no particular order, is the remainder of the passionate and committed individuals who work hard putting together the tours so many of you enjoy: Tom Dickson, Mauricio Gomez, Eric Zondervan, Wes Hore, Peter Paumier and Roy Watts. Complementing this are Brian Gracie and Ed Muth who are pitching in with their August 6 Western tour. If anyone else has any intriguing ideas for a tour or some other type of event, do let us know, we'd love to hear about it. Please check the Events Calendar and if your able to, please hit the road and join the touring fun.

At some point later this year or sometime in 2012, we are going to be providing all of you with an opportunity to purchase a Z themed calendar. The difference between this calendar and the ones that we have offered in the past, is that this one will have the "on the road again" theme running through it. This calendar will be a totally club centric item and will be very reasonably priced. A web address

will be made known to everyone and to this address you will all be able to submit photos of your vehicles. The photo submissions should be made only by paid members. The ideal candidates will provide photos of their Z's with interesting travel backdrops. The photos will be chosen by Michael Lambert, a longstanding club member who will create the layout and design of the calendar. More information will be coming your way as we finalize the details.

Z-Fest is coming on August 20th. Let's make this the year that we have more member vehicles present than non-member entries. If ever you needed a good reason to get out to Brantford Nissan, again the host of this year's Z-Fest, this would be it. Oh, and if you haven't already guessed it, it's one more opportunity to get yourself, your car and your stuff, out on the road again.

My car has been notably absent from every event so far this year and it is starting to look like this will be the case for the foreseeable future. My '71 is undergoing a full body makeover. Bits and pieces are scattered all over the place. The car is in the bodyshop, stripped to within an inch of its life and is undergoing major reconstructive facial surgery. The interior is at an upholstery shop getting tweaked, and the wing is at a Yacht-builder's shop. Don't ask, it's a long story. I can't wait to get it all back and start putting this puzzle back together. Hopefully in time for the Z Convention in Savannah Georgia, otherwise my Mazda will be going on a very long drive, but at this point in time this is beginning to look doubtful. Needless to say, I've hardly driven the car this year. The upside of this is that the Z has never gotten better mileage. Regardless, and you had to see this coming, when all is said and done, I really just can't wait to get the Z and myself back on the road again.

JP Matte, President
Ontario Z-Car Owners Association



RIGHT: JP with his 1971 wide body 240Z at Z Convention in San Antonio Texas, September 2009.



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Summer is here and what an exciting time to be driving our beautiful sports cars! I love Summer, it's my favourite season for many reasons but the biggest one being my love of cruising in the Zed with the T-Tops off - soaking up the sun and fresh air. I'm sure many of you share my sentiments for this glorious season.

What I'm most looking forward to this Summer is my trip to the Rochester Z-Car Clubs' Annual All Import Car Show July 8-10. Several OZC members are attending this show so it will be fun to share in the camaraderie and passion we have for these special cars.

OZC has an active Summer planned with our regular monthly meetings, a Western Tour on August 6 and of course Z-Fest at Brantford Nissan on August 20. If you don't

Summer is Zed season!

get out to many OZC events, I encourage you to at least attend Z-Fest as that is our marque event for the year and the best opportunity for you to show off your Zed.

Now that I've talked about Summer, let's reflect on Spring and what we're covering in this issue of Zedline. We had three great tours take place in May and June - the Halton Hills Tour, Niagara Wine Tour and Eric's Cottage Tour. Please review the stories and photos from these tours starting on page 7.

In this edition of *Member Profile*, multiple 300ZX owner Dan lafrate discusses his passion for the Z31 plus shares a special story about how he recently met the original owner of his first Zed. I was there when this serendipitous moment played out and it is quite touching to read Dan's description of his feelings surrounding this event.

OZC founder Dieter Roth returns this issue with part three of his legendary Tail of Two Z Cars. This installment focuses on his adventures with ice racing. Dieter will conclude his story in the next issue of Zedline.

Also contributing to this issue is Peter Radoja with a report and photos from the Plunkett Estate Car Show in London. Scott Taras also contributes with *Expert Advice*

on things you need to know when you own an older Z-Car.

In his regular column *Web Talk*, Website Administrator Eric Zondervan shares tips and ways to get the most out of our wonderful website. This installment focuses on how to easily navigate ontariozcar.com.

That sums up this issue of Zedline. Please give it a good read and check out our advertisers if need the type of services they offer. I recently had my Z32 appraised by Tom Muth from Classic & Rod Car Appraisal, a club supporter. I've done many upgrades to my Zed in the past two years since Tom last appraised it so I feel it's important to formally document everything.

I'd also like to take this opportunity to thank Chico's Auto Concepts in Toronto for the amazing job he did on my custom stereo install. I will discuss this along with my suspension upgrade in the next issue of Zedline. Until then, happy Zedding and enjoy your Summer!

Jason Okolisan, Zedline Newsletter Editor

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WELCOME NEW MEMBERS!

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

Sasha Anis, Demetrius Joyette, Philip Zwarich

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



ZEDLINE CONTRIBUTORS:

Mauricio Gomez, Steve Herzog, Dan lafrate, JP Matte, Peter Radoja, Dieter Roth, Scott Taras, Howie Yoshida, Eric Zondervan

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Things you need to know *when you own an older Z car/classic sports car* that no one tells you

by Scott Taras

I sure wish I knew all these things when I first bought my Z 22 years ago, but that is why a group of strangers with only the Z car to unite them created the Ontario Z-Car Owners Association.

1. Upholstery Shop

Interior panels and upholstery may be very expensive from a dealer if available at all, the aftermarket often supplies some types of parts, but may or may not be of the same quality or colour match. A good upholstery shop may be able to recreate, modify or recover the interior pieces you need.

2. Local Garage (an owner operator type garage)

Check out local garages. Spot one with an old classic car in it/parked out front and drop in. Find out if they are comfortable or interested in working on a classic car. If they detest your make/model, then walk away... quickly.

3. Specialty Garage

May not be a local shop, but a shop that specializes in your specific car, or specific vehicle preparation (drag race shops, road racing, restorations, custom fabrications, etc). Due to distances, you might not want to use them for an oil change, but they will be invaluable for major repairs/restorations.

4. Paint/Body Repair

There are lots of body shops out there, but unfortunately many are interested in insurance claims and quick in/out jobs. Finding an independent shop that's willing to work on long term jobs, projects cars, or small repairs will take some research. Working with rust is a major problem for body shops, as a simple job can easily spiral out of control and surprise both the body man and the customer. Time and labour can quickly add up making a small job so expensive that it's not worth it to either party. Most of the time, you don't find out until it's too late.

5. Muffler/Exhaust Shop

Some OEM/aftermarket exhaust parts may still be available, but having an exhaust shop that will do small or large custom exhaust work may be more cost effective than sourcing stock equipment, and can even



Scott Taras with his 1978 280Z wide body

upgrade the performance of your exhaust system with higher quality parts, including high performance flowing mufflers, resonators and catalytic converters.

6. Wheel Alignment/Tire Dealer

While a factory dealer may be able to perform an alignment on your car, it is more than likely that they are not familiar with it any longer, and this can be exasperated if your car's suspension is no longer stock. This is when to use a good alignment shop that is familiar with your car, or at least comfortable working with older/modified vehicles.

7. Steel/Aluminum Flat Stock/Sheet Metal Supplier

Find a local metal supplier that will sell direct to consumers. They can be an excellent source for finding various thicknesses of sheet metal, flat stock, etc in a variety of metal types. This is very handy to have if you need to make a special bracket, for stock uses or your own custom designed modifications.

8. Machine Shop

A machine shop can remake/repair parts, copy an existing part, or if you supply the plans/ideas, they will help you create your own modified/custom parts.

9. Aftermarket Parts Suppliers

Local speed/custom shops for purchasing generic type replacement/performance parts (ie. spark plugs, wires, lug nuts, filters, etc.) A local shop is best, but the internet

is your friend too. There may be many suppliers for your specific vehicle, many selling aftermarket, NOS (new old stock) as well as vehicle specific performance parts.

10. Aftermarket Performance Parts Suppliers

Sorry but some parts for your Z may no longer be readily available, so upgrading to a performance replacement part may be necessary. Performance upgrades can add some extra zip to your Z for the street or the track. Many people prefer to upgrade parts as they replace parts. The sky is the limit here. Do your research to avoid "over modification" or "while I'm at it" syndromes which I have long been addicted to and still suffer from.

11. Local Car Club/Racing Group/Vehicle Specific Enthusiast Websites

Find local cars clubs or racing groups, either vehicle specific or generic vehicle enthusiasts. They already have valuable first hand experience with various local shops that can help you. With the internet easily at your fingertips, enthusiast forums for just about every vehicle type - from all original/stock, detailed restorations, to all out racing and show cars are but a click away. Visit lots of sites, and find a group with similar interests to yours. Although they can be geographically spread out, there is an incredible knowledge base out there. Read, read, read. Detailed descriptions, schematics and micro fiche are out there, and somewhere someone has likely already gone through what you are going through now - and is willing to help.

12. Learn To Enjoy And Appreciate Having An Older Z Car.

They are great cars, and are very satisfying to own and drive. Remember, they are not like a modern vehicle and don't pretend to be. They are as much as 41yrs old, and to be able to happily enjoy them, knowing these tips will certainly help. That is why this club is here. Enjoy The Ride!

Scott Taras is one of the founding members of OZC. Scott is often in attendance at the Eastern Chapter meetings. His handle on our forum is ZR8ED. Z

2011 Tour Season *is in full swing*



Halton Hills Tour May 7

words Jason Okolisan photos Steve Herzog

This years Halton Hills Tour was great, one of the better tours I've been on! We had an excellent turn out - 19 Zeds with almost every generation represented. It was a nice short cruise, approximately 110 KM, consisting primarily of back roads which helped keep the large convoy of cars together (for the most part). It was my first time ever leading the group which was an honour.

I think everyone enjoyed the ride and it was great to see some new faces out as this tour had mass appeal given its central location and comfortable length. Highlights for me were Snake Road and the spectacle of seeing all our cars parked together in Campbellville for the photoshoot. We certainly attracted a lot of attention (in a good way) with our colourful group of classic sports cars

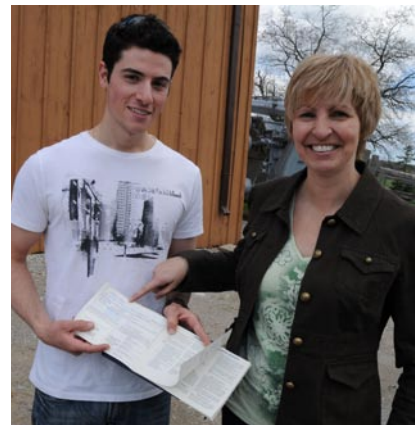
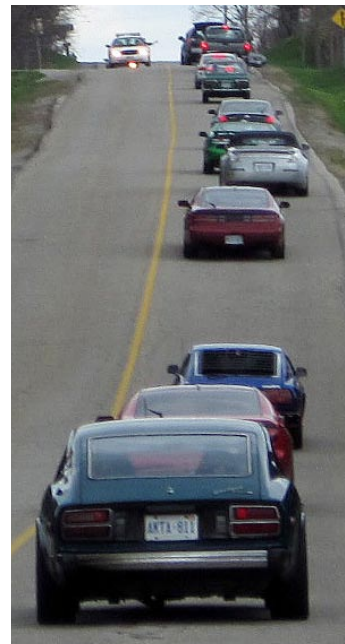
There was wonderful camaraderie within the group as everyone was happy to chat and mingle during stops. In particular, Dan lafrate and Sandy Evers discovered that Sandy was the original owner of Dan's beloved Z31! See Dan's member profile story for more on this serendipitous meeting. We concluded the event with drinks at Montana's in Mississauga where we put on a mini car show. It's quite interesting to see all the attention that our Zeds get when parked together!!



ABOVE: Eric, Jason and Erle plan a detour to avoid unexpected construction.

BELOW: A group meeting before departing Campbellville.

Dan's warranty package verifies that Sandy is the original owner of his 1985 300ZX.





Niagara Wine Tour May 28



by Mauricio Gomez

I just wanted to thank everyone who attended the Niagara Wine Tour. We had a wonderful time and the mapping was perfect - thanks Erle for creating the route. The two wineries were very excited to have us attend their tours and both of them had many questions about our club.

The weather was amazing and YES we did take off the tops and enjoy the sun. Both Giselle and I want to thank everyone who attended and made this a fun and amazing tour. Can't wait for next years wine tour!



by Jason Okolis

My wife Joanna and I had a great time on the wine tour. Thank you to Mauricio and Erle for organizing this wonderful event! We had an excellent turn out - 19 Zeds and 34 people as most drivers had a passenger. The weather was good and it got warm enough that most of us had our tops off/down which was a first for me this season!! Both wineries gave an enjoyable and informative tour. From Flat Rock Cellar we got the perspective of the small independent winery while Jackson & Triggs was the big corporate winery. The roads through the Niagara Escarpment were nice and made for a leisurely day of cruising. I'm sure we'll do this tour again next year as it always draws a good crowd.



**LEFT CLOCKWISE: Tour guide at Jackson & Triggs Winery.
Lunch at Kelsey's in St. Catharines.
Bogdan and Lilianna Kurek.
Peter and Sue Radoja**





by Eric Zondervan

During the trial run for my Cottage Cruise, I realized that Southwood Road was a bit rough in spots so I added a couple of new twists to give us some fun driving on good roads. My passengers almost had to bail due to motion sickness! The group met at the first service centre heading north on Hwy 400. We took the 400 north of Barrie where it turns into Hwy 11, then exited at Canal Road towards our picnic lunch destination at scenic Lock 42. Highlights of the cruise were watching the cruisers going through Lock 42, the Torrence Barrens, Bala, Big Chute Marine Railway, the tour of Body By Biggs and many great back roads leading to my cottage for a barbecue. Thank you to Peter for a super job on the Q. Also a hearty thanks to all the other helpers I had sweeping the decks, preparing supper, bar-tending and cleanup. It made the whole day perfect. A sincere thank you to all who contributed wine, beer, food and more.

by Jason Okolisan

For once the weather was ideal for Eric's Annual Cottage Tour, we couldn't have asked for a better day. We had a good turn out with ten Z-cars plus Mauricio driving his Porsche Boxster. Most of the roads were good except Southwood which was rough in spots. Too bad because that used to be my favourite road. Regardless, it was a great cruise and many thanks to Eric for hosting the tour and sharing his cottage and amenities for a nice social after the drive. **Z**



ABOVE CLOCKWISE: Watching boats cross the severn at Big Chute Marine Railway. Socializing at Eric's Cottage in Orillia after the cruise. Picnic lunch at Lock 42. George Biggs gives us a tour of his car restoration shop.



Wine Tour and Eric's Cottage photos by Jason Okolisan



by Dan Iafrate

Sixteen - the year most teenagers dream of. I on the other hand, couldn't wait for sixteen so I jumped the gun when I was fifteen. The money was saved, the car available, and I was afraid it would sell. So in 2002, at the tender age of fifteen, I bought my first car; a 1985 Nissan 300ZX.

I must admit, I wasn't initially intrigued by Z31s. At the suggestion of my father, I first had my eyes on a 1983 280ZX turbo but the typical issues were there - the dash was cracked, the rear fenders were rotten. So I passed on it but it left a lasting impression on me. I fell in love with the charisma of the 1980s Z. The next car we looked at was a 1984 300ZX Turbo, but again, the typical problems hindered a purchase. The electrical issues, the cracked dash and the worn leather interior were symptoms of a car that was not taken care of. We entered into a small slump and stopped looking.



Dan and Vanessa, 2004.

Luckily, my uncle (who knew I was looking for a Nissan) connected me to the man who would ultimately put the right keys in my hand. It was a 1985 Nissan 300ZX SF. She had had only three owners; the first was a lady, the second was a man who drove it daily and the third stored it in a barn for over seven years. It was plain, it was perfect and it was all mine.

I still remember the feeling of driving home in my first car. Of course being only fifteen, I didn't actually have the privilege of driving it home myself - I left that task up to my father. I remember him looking over at me, shaking my hand and saying "Congratulations on your first car." What a moment. Without a licence, I was limited to driving it up and down my parents' driveway. I couldn't wait for the day when I could drive it on my own. Well, that day finally came, and when it did, I was already in love with the car.

This was my every day car, I drove it rain or shine. It carried me through my final years of high school. Well, that is until I was banned from the school parking lot due to several "noise violations." As if four years of high school ever went by without a few burnouts! Despite having maybe a little too much fun, I babied this car. While my buddies were off gallivanting in their S10 and B2000 pick-up trucks, I was wiping my

car with a diaper. From driving to work to picking up my girlfriend Vanessa to cruising to the beach, things were always good in the Z.

My next Z came about from one question that was consistently asked of me, "Is it turbo?" My answer reluctantly, was "NO." So, after a few years with my silver Z, my mission was clear... I needed a turbo Z. I found a 1986 300ZX Turbo GLL sitting in a dirt driveway with its tires flat and a dead battery. This was no match for me and my best friend. We pumped up those tires, boosted the battery, hooked up a tow rope and literally pulled it out of its rut. The once beautiful red paint now looked like a sun-dried tomato. The leather was cracked, coffee stains littered the carpets. It had no exhaust. Seriously, it was straight open and man was it loud! But we were not in it for its looks. We took one rip up the road - both of us nearly wetting our pants from the rush of the turbo. It was ugly as sin, but it ran like a bat outta hell! It was \$600 and I wanted it. A fake safety and e-test, 1 litre of Bondo and a can of red spray paint later, it was off to the track. Many memories were made in this car but over time the electrical gremlins set in and the car needed to be scrapped.

I immediately began my search for another turbo. Around this time, I was also attending Conestoga College. Bing, light-

Vital Stats:

Member:

Dan Iafrate

Occupation:

Machinist, Patriot Forge Co.

Residence:

Cambridge

Cars:

1985 300ZX NA

1986 300ZX Turbo

bulb! I'll use my student line-of-credit to buy a turbo Z! I lucked out and came across one in Waterloo. It was the same model but this time in black. With 70,000 KM in bone stock condition, it was immaculate and once again, I had to have it. I convinced my parents that it would be more like an "investment" and used my line-of-credit to buy it. Now THIS was a car. It was the epitome of the ultimate '80s 300ZX. It had everything: 16" rims, the flared body-kit, leather interior, functioning electronic dash, adjustable suspension and even a lady who tells you when your "lights are on." So 80s.

Unfortunately, being a student I couldn't afford to keep two toys on the road at once.

I had to make a choice so I decided to store my '85 ZX. Being that the newer turbo ZX was in such good condition, it was not the kind of car I would drive daily. I purchased a 2002 Subaru WRX to drive year round and reserved my Z's for summer use only. I knew my Z's were something special, and my bond with them was already deep, so in 2007 I joined the Ontario Z-Car Owner's Association and fellow members have seen me in my black car ever since.

This summer I was lucky enough to have the ability to pull my first Z out of its hide-away after six years and drive it for the first time to an official OZC event. Something very special happened on this tour, which I'll describe below.

On May 8, Vanessa and I woke up excited for the season's first cruise. Though the cruise was to be only a small jaunt through the Halton region, we were most excited to see friends we hadn't seen for months. Vanessa was especially excited to ride in the car she hadn't seen in over six years!

At our first stop in Campbellville, my silver 300ZX happened to end up next to one of the only other Z31s out that day - Sandy Evers' blue Z. I had previously met Sandy



ABOVE: Sandy Evers and Dan Iafrate reminisce on the Halton Hills Tour after they discover that Sandy is the original owner of Dan's first Z. BELOW: Dan's 1986 300ZX Turbo on tour with the Rochester Z Club.

and her husband Joe at the 2010 Z-Fest in Brantford. Of course, there were lots of questions, as no one from the club had ever seen my second Z. I was proud to let everyone know that not only was this car my first Z, but it was the first car I'd ever purchased! After the photo-shoot we headed back to the cars and Sandy mentioned how her first Z31 looked identical to mine. I joked and said, "why don't we trade so you can reminisce?" We carried on our way.

Due to unexpected construction in the latter half of the cruise, we took a small detour and stopped at the Scotch Block Winery. While the others perused the winery, I stayed outside with Vanessa and Joe. I was curious to know more about Sandy's Z so Joe and I got talking; mileage, owners, goals for the car, etc. I recalled Sandy mentioning that her first car was the same as mine, and I remembered that my car was first owned by a lady. On a whim, I asked Joe whose name would've been on the original ownership. He said "Sandy's." I said, "That rings a bell. Wouldn't it be wild if her name was in the warranty book?" Joe replied with a bemused, "What are the odds?" We walked over to my car, pulled out the warranty book, and there it was... to our amazement, Sandy's name was there - address and all, signed in blue ink over 25 years ago. Joe called Sandy over and I could tell it was hard for her to grasp.

I can't explain the feeling but it's literally the definition of "unreal." I had to look at it again and again to make sure it was real. I had always wondered and now I knew. When it all finally clicked, the first thing Sandy said to me was, "How much do you want for it?" I replied, "This is the whole reason I'm a Z fan; because of THIS car. I can't sell it." After everyone from the club came over, we shared the story and the emotions, but I think only the four of us - myself, Joe, Sandy and Vanessa - could fully grasp that moment when two enthusiasts realized they shared a love for the exact same car.

We finished the cruise and ended at Montana's for dinner. Of course, we needed

to sit with the Evers so we could share stories about the Z. They shared with us how they came to the decision to buy Nissan, how they drove around with their newborn daughter in the front seat, and how it took them on many trips to the beach. I also shared how I had taken this car on many trips to the beach and on one occasion returning home with a huge speeding ticket for a whopping 139KM in an 80 zone. The most poignant tale was how Joe had to make the final trip in the Z, bringing the car to its new owner, as Sandy could not bare to see it go. We spent nearly two hours at dinner pouring over stories and great memories in the car. She knew things about the Z that I'd always been curious about and I was glad to surprise her with the realization that her car was still on the road.

It was serendipitous; the sale of one car, the breakdown of a turbo in another, the guilt of keeping a car in storage for too long, an innocent meeting at Z-Fest, and a chance detour... the stars were aligned in such a way that I was able to meet the woman who initially put my first car on the road. I know all this might sound overly emotional but for someone who's enthusiastic enough to tattoo the Z logo on their arm, I hope that all the emotion could help you understand what it means to me.

For almost a decade, my Z's have brought me much happiness and many great memories with friends and family. I will continue to preserve them as they should be, so that I can create many more memories in the decades to come.

My final words: It's MYZEDDER now... NUFF ZED! **Z**



a tale of two Z cars

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

**PART 3
OF 4**

by Dieter Roth

OK, enough of good time summer stuff, It's winter 1991. I'm getting the 1970 Z ready for it's fourth season of ice racing and Ahmad comes to the shop and announces that he wants me to build a guest car for ice racing. You heard correctly, a guest car. Greg Whitehead scrambles around and finds an ex-rally Datsun 510. The car arrives at my shop and I start tearing into it (not like I have anything else to do). Thank goodness it involves mainly suspension work.

The racing season opens in one week and I'm working on both cars at the same time. Sorry, correction, I forgot to mention Ahmad's wife's Honda Civic ice racer which also needed to be prepped for the season (that's why I'm now bald).

We tow the Z to Minden Ontario on Friday and I drive back to Oshawa to pick up the 510 to tow it up on Saturday morning. It's 6am and I'm on my way. I am at the top of Simcoe Street in the middle of nowhere, farmers' fields all around me. It's -15 degrees and the roads are snow covered. I make a right turn on some forgotten side road (it's a short cut). Suddenly I hear "scrap, crunch, scrape." I am now finally wide awake as I bring the van to a stop. The trailer is attached to the van at the tow ball, which is mounted to the bumper which was mounted to the frame of the van. The right side of the bumper is still attached, the left side is on the ground almost straight out from the van with the trailer still attached. Now what??? No cell phones in those days. I put on my insulated coveralls. I back up the van until the bumper is in about the right position. Of course it's pitch black and no flashlight.

I haul out the jack, about five feet of chain, nuts and bolts. Jack the bumper to about the right height. I grope around underneath and tie the chain around the bumper, the frame, the leaf spring and anything else I could find and off I continue to Minden with my heart in my throat as I go up every little hill. I made it!

Needless to say, the 510 was a lot of fun for a lot of friends including Greg. Ahmad was trying to talk me into building my own car and finally convinced me to drive the 510 just to get the feel of it. I start at the back of the field and pass a few cars. Then I come up against this Pinto. He drifts to the outside of the track on every turn then cuts back across in front of me at every turn. After two laps I've had enough and decide to hold my ground on the inside. He comes across out of the last turn going into the straight and as he is about to run into me broadside I try to squeeze closer to the snow bank. The snow bank sucks me up and spits me out like a bowling ball. I'm on the roof spinning down the track like a top. I must have been going faster than the speed of sound cause I couldn't hear a thing except me shouting "I wish I hadn't done that!" I think I was even going faster than the speed of light cause all I could see was white. They told me that the car spun on it's roof at least 15 times as it went down the straight. Ahmad finally convinces me to build my own car.

Remember the 78 Civic I was driving when Ahmad and I met? It took my son and I two weeks and it was done. 1600cc block, Accord fully counter balanced crank, special valve springs, polished and shot peened

rods, oversized pistons, header, dual Weber carbs, etc. I thought this might help me stay with Ahmad's Z... but then came the tires. You see, the only regulation to making your own studded tires was only so many studs per rolling foot of tire. Now I looked at all of the competitions tires and of course I built Ahmad's to his instructions. All the other drivers spread the studs across the full width of the tire, following the only "rule" there was. My idea of a stud tire was leaning more toward what I learned from watching motorcycle ice racers. I concentrated all the studs on the three center rows of tread. And then, using an exacto knife and a propane torch (I didn't have a hot knife) I cut away every chunk of rubber that did not have a stud in it. You see, in soft ice or snow covered ice the studs and only the studs would stay in contact with the surface. The other drivers would loose grip in those conditions because the studs would no longer be in contact with the ice under the slush or snow because the rubber left on the tires would now support the weight of the car. And then I crossed my fingers that my idea would be enough to at least give Ahmad's Z a run for his money.

Day one of my short career... I have enough time to go out for a practice run. As I am practicing, I keep thinking to myself, "Why is everybody going so slow???" But I think nothing of it...

Second practice run I miss, because I was working on the other three cars. But I did make the first qualifying race. I start at the back. Ahmad is starting on the pole. Standing start... green flag. I put the pedal to the



The 1978 Honda Civic



The Datsun 510

“Well, the poor car *lasted one more race* after that and went to *racecar heaven* with a loud “I don’t wanna do this anymore!”

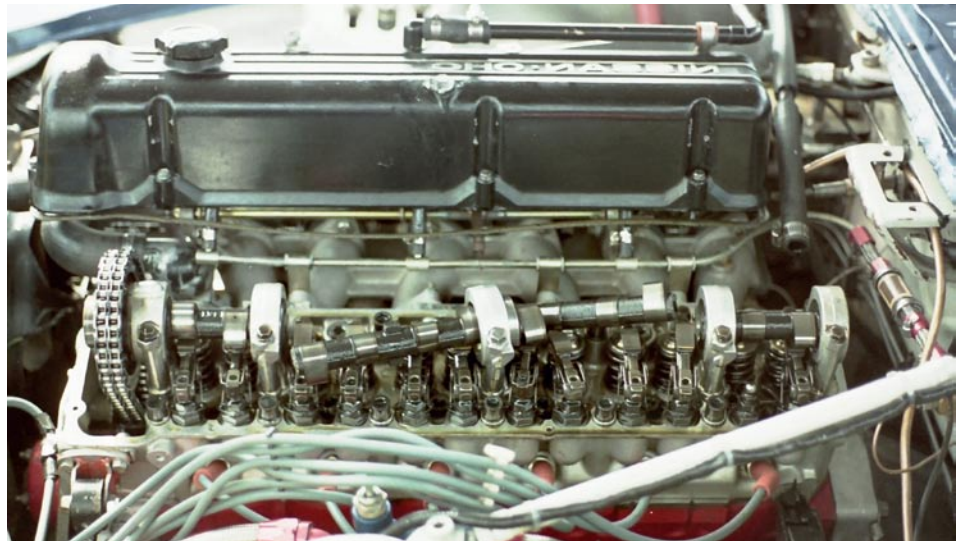
metal, I’m passing everyone on the outside going into corner 1, and as we come out of corner 1, I pass Ahmad. I’m now in first place and leading the race. I win the heat!

Some of my friends watching told me after the first heat race that I was almost a full straight away ahead of the rest of the field in the first lap. Ahmad was not a happy racer, after all he hired me to build him a winning race car and I blew his doors off! I finally convinced Ahmad that it was not that I had a superior car, and I explained to him the science behind the way I built the tires. Needless to say, a new set of tires was built for the Z and now we were racing together!

Unfortunately my racing career did not last more than three weekends. If you go back to when I enlightened you about how I built the car, I forgot to mention that the first two weekends I did not have a tachometer in the car. When the engine stopped making power near the end of the straight away, I would shift. The third weekend I finally decided that the car needed a tachometer, as my shift points seemed to be coming sooner and sooner down the straight away. Low and behold, I realized that I had been shifting the car at close to 9,000 rpm. In other words, at valve float. When I saw this I thought, “Oh my... I shouldna done that!”

Well, the poor car lasted one more race after that and went to racecar heaven with a loud “I don’t wanna do this anymore!” But, Ahmad and I had some amazing races with each other with Ahmad and the Z winning four out of six encounters. And, of course, he won the overall ice race championship for the third year in a row!

It’s spring and we are contemplating the coming season. Greg and Ahmad decide to kick some American butt at the spring runoffs at Watkins Glen. We arrive at the Glen and the car is very fast and running like a top. There is only one challenge as far as we could tell - a local home built full tilt race car that has never been beaten at the Glen. I called it the Frisbee. For all you old guys, it looked like a miniature 1960’s Chapparel



CanAm Racer with a big wing on the back that was twice the width of the car. Oh, and it was red.

Qualifying... Ahmad and the Frisbee are on the front row. Green flag and they disappear into corner one. Ahmad has the inside line. I am standing on pit row chewing my fingernails like a cartoon characters typewriter, Greg is up in the stands behind me. Finally I hear that familiar

Ahmad pulls into the pits. We open the hood and see nothing, everything seems to be OK. All the plug wires are in place, there are no obvious signs of anything being out of place. The car is idling on less than six cylinders to say the least. Ahmad asks if he should try to finish the last two laps just to make sure he qualifies for the main race. Greg and I agree. Off he goes, “putt, putt, putt, putt. He finishes the two laps.

We get the car to the pits and start our investigation. Greg pulls the valve cover and we all stand in amazement at what revealed itself (see accompanying photos). The camshaft is in four pieces with the center cam tower sheered off it’s mount. The only part of the camshaft that was still turning was the number one cylinder. I could not believe that the car did two laps at The Glen on one cylinder. Greg

starts looking for Greg Martin another member of our club who is racing his 280ZX that same day. I reach into the car and push the memory button on the Tach - 9,080 RPM. I’m thinking with Nissan’s five main bearing design and Corrilio piston rods that engine should have gone up like grenade.

Greg finds Mr. Martin who just happened to have a spare camshaft and cam towers. We make the main show, but the car was just not what it used to be. The cam profile did not match anything; timing, carburettor settings, etc.

I thought I could share the adventure of the two Z cars in three parts, but the more I write the more details I remember. So stay tuned for part four in our next issue. I just wish I had more pictures for you. Maybe Greg can help for the next part.

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



sound of the Z coming around the last turn to the straight. I see that beautiful blue Z out front with the red wing about four car length behind. !!!YES!!! Lap two, here they come again. I see the Z and nothing else. I’m now jumping for joy, until they come closer and it looks like the Z has grown a red wing. The Frisbee has tucked his nose right under Ahmad’s rear bumper. But we are still in front with four laps to go. I can’t believe that we are beating this guy. I look up to Greg and shrug my shoulders with the question “how is this happening.” Greg has a big grin on his face, reaches into his pocket and holds up the rev limiter chip in his hand. I shake my head in disbelief. End of lap three and I’m looking up the track, the Frisbee is out front and the Z is nowhere to be seen. Suddenly I see a blue speck in the distance accompanied by an awful sound like a one cylinder outboard motor making it’s way across the bay, “putt, putt, putt, putt.”

OZC 2011 Events Calendar

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 Wings UP, 328 Speedvale Ave. East, Guelph

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)

August 29 - Thornhill Cruisers Car Show, The Bayview Glen Church (Steeles/Bayview) www.thornhillcruisers.com

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

Plunkett's Car Show and Western Meet in London, June 9



by Peter Radoja

After monitoring the Weather Channel all afternoon, Sue and I met the Western Chapter of the Ontario Z-Car Club at Steve Plunkett's Estate outside of London. The grounds were beautiful, a perfect setting for a Thursday night car show. Because of the recent incredibly hot, stormy weather and the potential for thunderstorms, we thought that the turnout would be low. Sue and I arrived at 5:15 and spotted Ed Muth's beautiful yellow 240Z.

Immediately after our arrival, Zeds started to pour in. Much to our surprise, 17 beautiful Zeds lined the 3rd hole of Plunkett's 9 hole golf course. We even had a strong showing from our eastern brothers. Eric Zondervan and his friend Steve came in Eric's 240, Erle Strauss in his Z32, and Roy Watts in his 350. Lino Baggio's Z car's were in some state of repair so he showed up in his beautiful rarely seen 1985 Porsche.

Some old faces even dropped in like Al Waxman in his two-tone blue 280ZX. Bill Dawson's car was not drivable but he dropped in to say hello

and catch up with the club.

The local cruisers were thrilled to have our classic cars participate in their show. Many people milled about saying "I remember these cars" or "I always wanted one of these" or "They were the best sports car for the buck."

After the show, most of the participants drove to our place for drinks and dessert. Their cars announced their arrival with loud rumbles and exhaust growls. Peter Paumier in his stunning yellow 350 and Erle in his "Green Machine" pulled up in front of my neighbour's house. My neighbour, (who had been celebrating with wine on her porch) jumped out in front of Erle and demanded to know about his car. Erle didn't quite know what to make of her enthusiasm and was caught of guard!

We started the evening in the backyard until it turned cool and forced us inside. The car show and evening social gave us a chance to reconnect with old friends and meet new ones. Sue and I had a wonderful time and wish to thank those that took the time to drive to London to make the evening a success. **Z**

Tour Schedule

The OZC tour sub-committee is planning one tour per month from May to October. So far in 2011, we've had three successful tours. Not all routes have been finalized for the remaining tours but once available, further details will be posted on ontariozcar.com. Tour dates have been set for a Saturday with the Sunday as a fall back rain day.

August 6

Western Tour through Tillsonburg and Port Stanley

contact Brian Gracie: bkgracie2@gmail.com

September 17

Kawartha Lakes and Winery Tour

contact Erle Strauss: estrauss3@rogers.com
and Tom Dickson: zeeker260@hotmail.com

October 15

Eastern Autumn Tour through Port Hope and New Castle

contact Wes Hore: smurfzed32@hotmail.com



ABOVE: The Joint East/West meeting took place at Montana's in Milton on May 4. It was a lovely evening which brought out a good crowd. The next bi-annual Joint Milton meeting happens on September 14.

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.

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Ontariozcar.com

navegating the website

by Eric Zondervan, Website Administrator

Last issue I explained how to search for things on the forum. I hope you found what you were looking for. Speaking of searches, I Googled "Zcon 2011" and the first item up was a thread by Zeetoyz on our very own Ontario Z-Car website.

In this instalment of Web Talk, we are going to take a quick look at the vertical column of boxes on the left side of the home page. Beside each heading you will see an up or down arrow. It may make the page look cleaner if you click each one so they all point down. This hides all the details and leaves just the heading. Now click on the arrow beside the first heading, **User CP** (control panel), that will expand the box. The most important thing you will see here is **private messages**. If you don't have your profile set up to forward PM's to your e-mail, you should check here frequently. You can also click on the heading itself and you will access a whole lot more options. If you get in too deep and want to go back home, you can always click on **Ontario Z-Car Owners**

Association which stays across the top along with **Forums** and **Blogs**.

Site Navigation is the next heading. When you expand this heading, you get a whole lot of options. There isn't space here to elaborate, so just click on the items and see what you get. Some are just shortcuts to other areas on the site, for example **Forums** takes you to the forums, the same as clicking **Forums** across the top. **Buy & Sell** takes you straight to the Buy & Sell forum without having to navigate to that level.

Calendar is the third heading. The current month is one colour and the days of the previous and following month are different, de-

pending on how you have set your VB Options. Specific days will be highlighted and "click-able." Clicking on one of these days takes you to the details of what is happening that day. When you click on the heading, you get a larger calendar and the ability to display the whole year or different months.

Online Users shows you who is browsing the forums at the moment. **Buddy List** is inactive. **Paypal** allows you to send electronic payments to the club. There are many other great features of our website so I encourage all of you to explore our ontariozcar.com and get involved on the forums. **Z**



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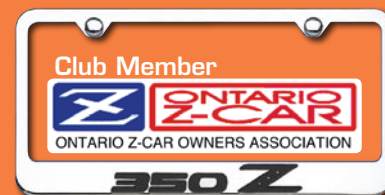
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For more info contact: JP Matte
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