

ZEDLINE

SUMMER 2023

DEDICATED TO THE PRESERVATION AND
ENJOYMENT OF THE DATSUN/NISSAN Z CAR



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SUMMER 2023



Cover Photo: Eric Zondervan
Current Photo: Diane Dale

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Photo: Bill Husar



The Editors 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.



The 36th Annual ZCON - Ontario, California

July 31 - August 5, 2023

Have You Registered Yet? www.zcon.org



ZCON 2023



JULY 31 - AUGUST 5, 2023
ONTARIO, CALIFORNIA

OZC 2023 MEMBERS

We are welcoming the following new members in summer 2023!

Zohaib Sameer
Jeffrey Fleming
Hugo Doering
Chris Shearly
John Nash



DID SOMEBODY ASK ABOUT MEMBERSHIP CARDS?

Why yes we do issue OZC membership cards to each and every new member as part of their Welcome Package, for the very first year they join the car club.

Yes, we used to issue OZC membership cards, each time returning members renewed their membership by paying their dues. The membership cards were normally included in your mailed copy of our newsletter, Zedline.

For a number of reasons, (rising postal costs, printing costs, the work associated with labelling envelopes, placing stamps on them, adding inserts, Covid-19 social distancing protocols), the Executive Committee decided to send Zedline out in digital format only. No more member mailings meant that it was hard to justify the expense of mailing out membership cards on their own.

What we have been doing is handing out membership cards at our early season events to those members in attendance. **We will be happy to mail out your 2023 membership card but on a request basis only.** Just send an email requesting one to me, rchwalyk@rogers.com.

Here are a few reminders concerning the OZC membership policy:

- 1) The membership year starts on January 1 and ends on December 31 of the same year;
- 2) Dues are currently \$45 per year, regardless of what month of the current year they are paid;
- 3) Any OZC member who brings in a new first time applicant to join the club, will receive a 50% dues discount for the following membership year;
- 4) Anyone who joins the club with an out-of-province resident address, will receive a dues reduction from \$45 down to \$25;
- 5) Every OZC member is assigned a unique membership number for record purposes, regardless of your membership status, ie: current member, former member returning to the club.

Lastly, please ensure you notify me should you change your contact information or mailing address at any time.

Bob Chwalyk
OZC Membership Director



NOTES FROM THE EXECUTIVE

It's go time!!!

The OZC calendar is JAM PACKED with so many great things to do this summer. In August we've got some great shows and tours lined up - Canal Days in Port Colborne (with a post show OZC BBQ hosted by member Harry Wells), an Antiquing Tour west of the city hosted by Allan Kelly and Manolo de Leon and a South Western tour near Delhi hosted by Keith Corby. September takes us to Canadian Tire Motorsport Track twice - first for the Nissan VIP Corral to watch the Nissan Sentra Cup series and then to the ultimate Drive Festival event where we'll proudly represent our club amongst the ultimate car show for auto enthusiasts in Canada (thanks to Kevn Logue for facilitating this event).

Of course - our biggest annual event of the year is Z-FEST on September 23! We've moved it later in the calendar this year to avoid the sweltering heat we typically experience. Graciously Nissan has offered to let us host at their headquarters in Mississauga again - and please if you can - sign up now! We've reduced the fee this year (we are non profit) and we can't wait to welcome Z-Cars and close affiliates of all eras.

Members Jack MacDonnell and Scott Robertson are drafting up what looks to be a spectacular cruise at the end of September - a tour that will visit Lake Huron and travel the Georgian Bay Costline route.

Definitely events you won't want to miss - and more pop-ups and events coming - watch your inbox, our social feeds and ontariozcar.com for more details.

Moving to a digital issue of Zedline has allowed us to expand - this is our biggest issue EVER. We have lovingly curated some great coverage and stories for you - we hope you enjoy them.

Looking forward to seeing all of you soon!

Diane Dale
OZC Social Media Director
On behalf of the OZC Executive





Z-FEST CAR SHOW

HOSTED BY ONTARIO Z CAR & NISSAN

DATSUNS ● NISSANS ● AFFILIATED

23RD SEPTEMBER 2023 9 AM - 3 PM

**NISSAN CANADA HEAD OFFICE
5290 ORBITOR DR MISSISSAUGA ON**

\$5 OZC, \$10 NON-OZC BY SEP 19, \$20 AT GATE
SPECTATORS FREE

INFO@ONTARIOZCAR.COM



28TH ANNUAL OZC Z-FEST 2023

SEPTEMBER 23, 2023

NISSAN CANADA HEADQUARTERS

COMING TO Z-FEST? PLEASE PRE-REGISTER!!!

Hi Everyone,

OZC is looking forward to seeing you at Z-Fest on September 23, at Nissan Canada's Headquarters in Mississauga. We all want to enjoy the day and reduce the distractions so this is my plea to help us out. How can you do that, by **PRE-REGISTERING FOR Z-FEST!**

Better for us, it reduces our on-site paperwork! Better for you, no standing around, fumbling for a pen to fill in the registration form, and for us to fill in your car show dash card. Better still for you, OZC club member or not, you will save \$15 or \$10 by pre-registering early instead paying on arrival. It's an offer you can't refuse! Last year was an all-time high, 84 cars were pre-registered. Let's make it 100 this time.

Wait, there's more, one more reminder! No exceptions, you must pre-register and pay before close of business on September 19. No late submissions and discounted payments are accepted. Pay us at the Registration desk with your \$20 on, Saturday, September 23rd.

Thanks for reading and complying.

Harried Howie





For use by
Registration Personnel

GENERATION:

CAR #:

ENTRY LETTER:

28th Annual Z Fest
 Nissan Canada Headquarters
 5290 Orbitor Drive, Mississauga, ON L4W 4Z5
Saturday, September 23rd, 2023

REGISTRATION FORM

Name:

Address:

City: Prov/State: Postal/ZIP.....

Phone: Email:

Vehicle Year: Model: Colour:

Stock Modified License Plate:

Stock is defined as: Up to 3 minor modifications from factory stock. Rims, tires, A/C, radio, air dam, spoiler (body kits excluded), lights, strips and bumper over-riders are allowable modifications. (The decision of OZC will apply if classification is questionable.)

Modified is any vehicle that does not meet requirements for stock and also includes all NISMO models.

Member of OZC Other Vehicle Club:

OZC Forum Username: Instagram ID (if you want to be tagged):

PRE-Registration Fee: OZC member \$5 x car = \$

Non-member \$10 x car = \$.....

Registration after Sept 19th (or at the Event) \$20 x car = \$

You must register with Howie Yoshida AND send payment in advance, see details listed below

Payment Methods: Please Indicate:

Paypal – info@ontariozcar.com

Cheque – Ontario Z-Car Owners Association

E-transfer to info@ontariozcar.com

SEND PRE-REGISTRATION FORM TO:
howieyoshida@gmail.com

MAIL CHEQUES TO: Ontario Z-Car Owners Association
 PO Box 41034 Rockwood Mall Mississauga, ON L4W 5C9

I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers and the Ontario Z-Car Owner's Association, collectively and separately from any and all liability from personal injury or property damage incurred by me or my guests while participating in this car show, I have read, understand and agree to this release.

DATE: SIGNATURE:



2023 EVENTS CALENDAR

Watch our website & social media for pop-up events & tours!

DATE	EVENT	LOCATION and DETAILS
APR	<p>April 5 OZC Eastern Chapter Meetup</p> <p>April 12 OZC Western Chapter Meeting</p> <p>April 29 OZC Spring Swap Meet (11:00am to 3:00pm)</p>	<p>Watt's Restaurant, 1 Eglinton Square, Scarborough, ON</p> <p>Cambridge Pickle Barrel, 510 Hespeler Road, Cambridge, ON</p> <p>Jack Mac's Resto Shop, Brockton, ON</p>
MAY	<p>May 3 OZC Easter Chapter Meetup</p> <p>May 10 OZC Western Chapter Meeting</p> <p>May 17-21 ZDAYZ 2023</p>	<p>Watt's Restaurant, 1 Eglinton Square, Scarborough, ON</p> <p>Cambridge Pickle Barrel, 510 Hespeler Road, Cambridge, ON</p> <p>Blowing Rock, NC</p>
JUN	<p>June 7 OZC Eastern Chapter Meetup</p> <p>June 14 OZC Western Chapter Meeting</p> <p>June 15 OZC at VARAC Lapping Day at CTMP</p> <p>June 18 OZC at VARAC Field of Dreams Car Show at CTMP (Vintage Grand Prix)</p> <p>June 24 OZC Bench Brewing Company Tour - New Route!</p>	<p>Watt's Restaurant, 1 Eglinton Square, Scarborough, ON</p> <p>Cambridge Pickle Barrel, 510 Hespeler Road, Cambridge, ON</p> <p>Canadian Tire Motorsport Park, Bowmanville, ON</p> <p>Canadian Tire Motorsport Park, Bowmanville, ON</p> <p>Beamsville, ON</p>
JUL	<p>July 5 OZC Eastern Chapter Meetup</p> <p>July 8 OZC Muskoka Tour</p> <p>July 9 OZC at 26th Annual Transportation Day Car & Motorcycle Show</p> <p>July 12 OZC Western Chapter Meeting</p> <p>July 15 OZC Kawartha Lakes Tour</p> <p>Jul 31- Aug 5 36th Annual ZCON</p>	<p>Watt's Restaurant, 30 Eglinton Square, Scarborough, ON</p> <p>Muskoka, ON</p> <p>Keene, ON (8am OZC meetup)</p> <p>Cambridge Pickle Barrel, 510 Hespeler Road, Cambridge, ON</p> <p>Kawartha, ON</p> <p>Ontario, California, USA</p>
AUG	<p>Jul 31 - Aug 5 36th Annual ZCON</p> <p>Aug 2 OZC Eastern Chapter Meetup</p> <p>Aug 5 OZC at 40th Fenelon Falls Car Show & Flea Market</p> <p>Aug 6 OZC at Canal Days Annual Car Show (BBQ hosted by Harry Wells)</p> <p>Aug 9 OZC Western Chapter Meeting</p> <p>Aug 12 OZC Antiquing Tour</p> <p>Aug 13 OZC at Whitchurch-Stouffville Antique & Classic Car Show</p> <p>Aug 19 OZC at Wheels on the Danforth</p> <p>Aug 26 OZC Southwestern Tour</p>	<p>Ontario, California, USA</p> <p>Watt's Restaurant, 1 Eglinton Square, Scarborough, ON</p> <p>Fenelon Falls, ON</p> <p>Port Colborne, ON</p> <p>Cambridge Pickle Barrel, 510 Hespeler Road, Cambridge, ON</p> <p>Beaumont Mill</p> <p>Stouffville, ON</p> <p>Toronto, ON</p> <p>Delhi, ON</p>
SEP	<p>Sep 3 OZC at Nissan Sentra Cup (Labour Day Weekend Sprints)</p> <p>Sep 6 OZC Eastern Chapter Meetup</p> <p>Sep 9 & 10 OZC at Drive Festival</p> <p>Sep 13 OZC Western Chapter Meeting</p> <p>Sep 23 OZC 28th Annual ZedFest</p> <p>Sep 30 OZC Lake Huron and Georgian Bay Coastline Cruise</p>	<p>Canadian Tire Motorsport Park, Bowmanville, ON</p> <p>Watt's Restaurant, 1 Eglinton Square, Scarborough, ON</p> <p>Canadian Tire Motorsport Park, Bowmanville, ON</p> <p>Cambridge Pickle Barrel, 510 Hespeler Road, Cambridge, ON</p> <p>Nissan Canada Headquarters</p> <p>Georgian Bay, ON</p>
OCT	<p>Oct 4 OZC Eastern Chapter Meetup</p> <p>Oct 11 OZC Western Chapter Meeting</p> <p>Oct 14 OZC Kawartha Fall Colours Tour</p> <p>Oct 28 OZC Fall Swap Meet</p>	<p>Watt's Restaurant, 1 Eglinton Square, Scarborough, ON</p> <p>Cambridge Pickle Barrel, 510 Hespeler Road, Cambridge, ON</p> <p>Kawartha, ON</p> <p>Details To Be Confirmed</p>
NOV	<p>Nov 1 OZC Meetup</p>	<p>Watt's Restaurant, 1 Eglinton Square, Scarborough, ON</p>
DEC	<p>Dec 2 OZC Year End Social</p>	<p>Details To Be Confirmed</p>

Watch our website & member emails for up-to-date information and invites to our 2023 events!

OZC CARS & COFFEE



Z-CAR METALWORX

OZC Cars & Coffee

May 27, 2023

WE GOT A SUNNY DAY FOR A CARS & COFFEE MEET AT Z-CAR METALWORX!

The Spring issue of Zedline featured our kick-off event, the Swap Meet at Jack Mac's Resto Shop. We all had a great time at Jack's place but the rain was a real bummer. Well, Manolo de Leon, of Z-CAR METALWORX didn't take kindly to all the rain that day.

A late May Saturday forecast called for a nice sunny day and Manolo was inspired to take advantage of the weather. A few days before the event, he posted a proposed meet up on our OZC forums. It would be held at his shop, Z-CAR METALWORX, near Dixie Road & Matheson in Mississauga. By Friday, he confirmed enough interest to announce the meet up for Saturday May 27th.

The event started at 9:00 a.m. and I arrived there about 10:00. There were over a dozen cars parked already and it looked like a few had made a quick stop to say hi on their way to some weekend commitments. We were all parked out back by Manolo's rear shop entrance, just behind the parking garage for the Sandman Hotel. There were enough colourful and good looking Zeds parked that we attracted a few people moving about in their parking lot to wander over to check out our gathering and have a close look see too.

Manolo was also kind enough to provide cold drinks, coffee, and donuts for all the attendees. It was a very appreciated breakfast snack and a great way to start the weekend. We had the range of Zed generations there starting with Rick Scott's beautiful red 240Z, to a 370Z. Eric and Arnya were there too in her Nissan Figaro. It was nice and relaxing to checkout the rides and enjoy some good company out in the sun.

Manolo showed us his son Li's newest acquisition. A two tone burgundy 1981 280ZX, California car. It was posted up for sale, located near his hometown, Georgetown. He was on it



Photos: Howie Yoshida

like a vulture and they bought it. It was in great shape, very little rust. One very strange thing though. The owner didn't like the S130 fuel injection system so he removed all the fuel rails and injectors etc. and replaced them with a carbureted fuel system and air filter, real old school guy but he did include all the removed parts in the sale. I actually left Manolo my 1981 Nissan factory service manual for his use and stopped by with my ZX so he could take a closer look at the original fuel set up and all the vacuum lines and stuff. It's looking pretty good as he has been fixing up things on it , little by little. He pulled out the entire dash and interior, ordered a custom mix paint to match the existing and painted all the interior parts. They look fabulous!

Manolo showed off a special restoration project, he is so excited to be working on for himself. To describe this project in his own words.

"The 240Z is a 1971. Another high end restoration shop started it in 2018. When the

pandemic hit, they couldn't finish it, only the shell was painted. Then it came to me, to finish the assembly and compile any new parts needed. On hold until another painter is found to finish the rest of the car. I did partial restoration on the engine, zinc plated all the hardware, ceramic coating, vapour blasting, assembled new exterior and interior pieces. It is a fully complete nut and bolt restoration. Majority all brand new parts installed."

Manolo was quite happy to promote his new business venture, Z-CAR METALWORX. If you are looking for Zed restoration work, check out his advertisement in this Zedline.

Thanks Manolo for hosting the meet up, it ended about noon. A good time was had by all, with sunny weather to boot!

Howie Yoshida
OZC Treasurer





METAL WORK TO FULL RESTORATIONS

Z-CAR METALWORX

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Email: zcarmetalworx@gmail.com @ [zcarmetalworx](https://www.instagram.com/zcarmetalworx)

LONG TIME
ONTARIO
Z-CAR
MEMBER #274



ZEDS ON TRACK

Every year on Father's Day Weekend the Vintage Automobile Racing Association of Canada hosts the incredible Vintage Grand Prix at Canadian Tire Motorsport Park.

On the Thursday - VARAC invites street cars to participate in their lapping/test day of beautiful vintage race cars (on their own grid of course).

It's extremely well run, inexpensive, is hosted by knowledgeable and experienced driver coaches AND has a 50/50 chance of getting good weather. This year didn't disapoint.

It's always great to see OZC member taking advantage of this great opportunity. Ask Glenn Walker or Craig Simpson why they can't get the smiles off their faces?



THE POWER TRIP ONTARIO'S WEST COAST



**HOSTED BY
ERIC ZONDERVAN**



The Power Trip Tour

July 13, 2023

This year I changed the tour from the Muskoka to "Ontario's West Coast", the Bruce Peninsula, and called it "The Power Trip". We met at 9:30 at the visitor centre of the Bruce Nuclear Power Station on Thursday, July 13. 9 of us had pre registered for the guided bus tour, one couple joined us after the tour, for 11 people in 6 cars. Not all Zs, since the forecast was a bit iffy. We had two Z32s, a 370Z, a Figaro, a Panamera and a Malibu.



The facility tour was quite interesting. The size of the place was surprising. It's like a small city, with 10,000 people during maintenance. The buildings are enormous. We weren't given access to any of them, just viewed them from the bus. The facility provides 30% of Ontario's electricity and all kinds of medical isotopes.

Our next stop was the Beach in nearby Port Elgin. The weather wasn't conducive to swimming, in fact, no one even left the parking area. Too busy making new friends and taking pictures. The Figaro attracted a lot of attention from outside the club everywhere we went.



Our next stop was meant to be lunch at Just Like Mama's just over the bridge crossing the Saugeen river. When I checked out this tour the week before, on a week day, everywhere I



Photos: Eric Zondervan



went was very quiet. It was a gorgeous day, but today was cool and overcast. That seemed to bring everyone into town, making it like a weekend. Mama couldn't accommodate us, so we went to The Walker House in downtown Port Elgin, where we got excellent service.

After lunch we took a scenic 45 minute drive to Jack Mac's Resto Shop near Hanover. Jack was a gracious host, showing us his spotless operation. He gave us a comprehensive tour of his shop, and even took us upstairs to his office where he has an extensive collection of die cast models. He has quite a collection of memorabilia and interesting projects on the go.

From Jack's we were meant to go to Creemore Springs Brewery for a tour. This would have put the majority of the participants well on their way home. I found out a couple of days earlier that the Western chapter was meeting at the Country Cruise In at the Plunkett Estate in London on Thursday night. A phone call



confirmed that it was sunny in London and the show was a go. Three cars left for home, and three made the two hour trek to London, where a Z32 and the Figaro joined other OZC Club members already there. It was a good show in spite of threatening weather.

Overall, based on some feedback from the participants, I think it was a very successful day. Old friends reconnected and new ones were made. No breakdowns or other incidents. This was the first big trip for the Figaro since we got it a year ago. A big change from it's former life where it only did 2000 km in five years.

Sincerely, Eric and Arnya.

Eric Zondervan
OZC Forums & Tour Host





SUNDAY AUGUST 6, 2023
PORT COLBORNE
Canal Days

Post Show OZC BBQ

details at

www.ontariozcar.com

CANAL DAYS & OZC BBQ AUGUST 6, 2023

HOW DOES A CLUTCH FAN WORK?



**TECHNICAL ADVICE FROM
LAVERNE BURKHART**

OZC Western Meeting

May 10, 2023

At the Western meeting on Wednesday May 10th, Laverne Burkhardt did a technical presentation. Here's what we learnt...

Did you ever wonder how the fan clutch on older cars with belt driven fans works? The purpose of this clutch is to save fuel and noise, by only spinning the fan as required. When operating properly, the fan spins slowly when the engine is cold. As hot air from the radiator passes over the clutch, it slowly engages in proportion to the temperature of the air.

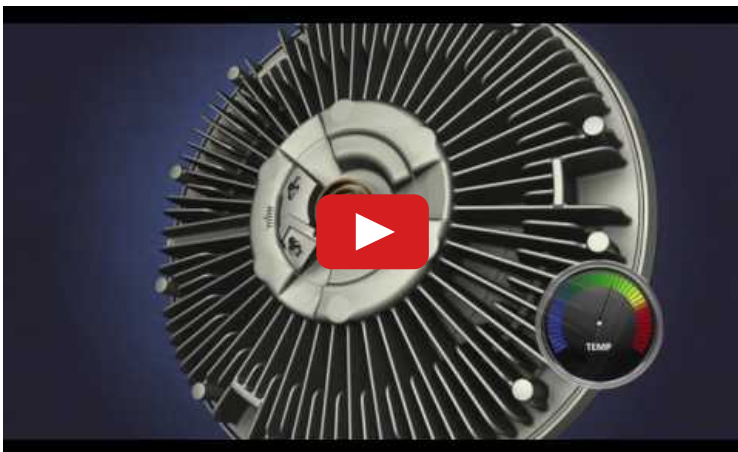
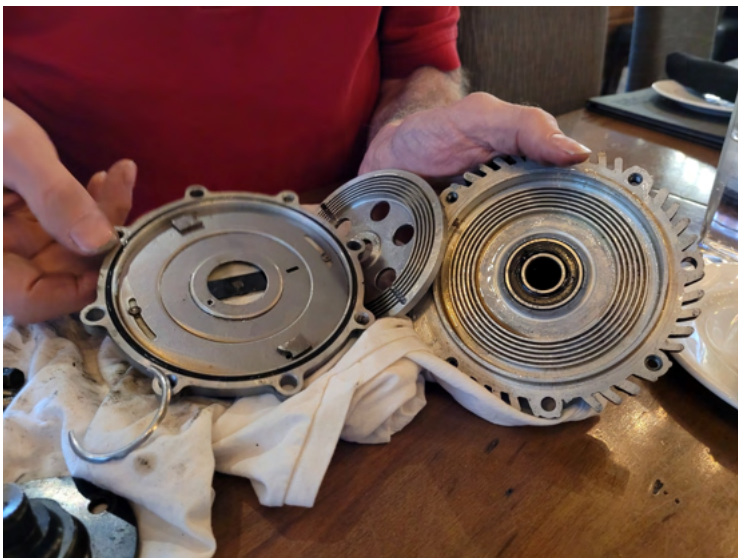
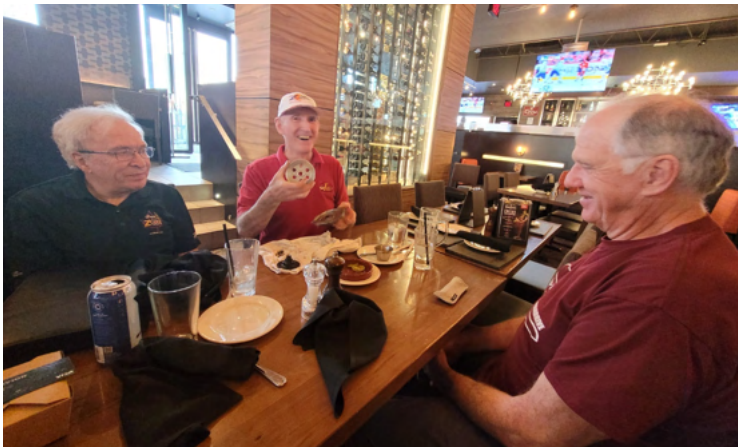
When working properly, with the engine shut off and cold, you should be able to spin the fan with little resistance. If it is directly connected and won't spin freely, the bearing inside the clutch has probably seized. If it wobbles at all, it is close to failing. If seized, you will have adequate cooling, but the fan will roar at high RPM and require excessive engine power.

Another way for the clutch to fail is if it loses the fluid from the sealed unit. This is more difficult to diagnose. The first sign is overheating problems. Sometimes you can tell it has failed because with the engine fully heated up, the fan should rev up considerably. You can force this by blocking air flow through the radiator to force the temperature to rise above normal.

The clutch is not really serviceable, but as the photos show, Laverne was able to fully disassemble it. For \$70.00 for a new one, it makes sense to replace it if there is any doubt.

This video on the left explains the operation quite nicely.

Eric Zondervan
OZC Forums Host & Member



OZC KAWARTHA LAKES TOUR

A photograph showing a long line of cars parked on a grassy area next to a building. The cars are of various colors, including red, white, and black. A person is walking on the left side of the image. The building in the background has a sign that says "Kawartha Lakes". The sky is overcast.

**HOSTED BY
BILL HUSAR**



Kawartha Lakes Tour

July 15, 2023

One week before the Z car cruise Vandy and I Drove the route to check status of the road conditions and found the road from Gooderham to Hallburton was being resurfaced and was all gravel. We decided the route needed to be changed. This cut out the two scenic look outs, one in Hallburton and one in Minden. We also needed to make sure the washroom stops were available and in service.

On Saturday July 15 six cars started at Bondhead Parkette in Newcastle at 9:00am. First stop was Tim Hortons in Port Hope for breakfast. After breakfast we, headed north through Millbrook on county road 10. This is a scenic road with rolling hills. Stop two was Country Style Donuts in Fowlers Corners, where we picked up three more cars for a total of nine cars. (Note if you want a great car cruise, there is a car show every Thursday night with 150 cars and a live band at Craftworks, the big barn at Fowlers Corners)

Next we drove the River Road, from Trent University to Lakefield. It is 25 minutes of winding road beside the Trent canal. It was time for BBQ lunch at the Foodland in Lakefield,. (great value at \$5 for a burger and a drink.) After lunch we circled Stony Lake via Birchview Rd and Northeys Bay Rd. Both scenic and a roller coaster ride. After the ride around Stony Lake, the next stop was Flynn's Store, the beginning of the biker road, hwy 507. Next we headed north on 507 to Gooderham in the rain, but is was neat, like the Molson Indy. We drove. thirty minutes north and thirty minutes back south. Last stop was Curve Lake First Nation for cheap gas. Overall it was a great day for a drive. This was the 11th consecutive year for the Kawartha car cruise. Hope to enjoy the drive again next year. Thanks to everyone who came and joined us for this beautiful drive in cottage country.



Photos: Bill Husar

Bill Husar

OZC Member & Tour Host





Market Road

Antique

OZC ANTIQUING TOUR – AUG 12

We're going to visit some
awesome antique spots
west of the city - join us!

ontariozcar.com for details

OZC ANTIQUING TOUR AUGUST 12, 2023

ZEDS ON TRACK



There's is nothing quite like showing up at the track for the weekend and being pleasantly surprised that there's not just one 370Z running - there are six!

Last year we interviewed Olivier Bedard - who walked away with the Super Production championship in his 370Z. Well this year the field of piloted Z's has grown again - it's amazing to watch.

I caught them at Shannonville Motorsport Park on June 3/4 - check out their schedule to see where you will find them next.

Click for link to the SPC website and schedule

Diane Dale
OZC Member



Photos: Diane Dale





OZC's Southwestern Tour
Save the Date! August 26, 2023



OZC SOUTHWESTERN TOUR

AUGUST 26, 2023

ZCCQ CLUB PROFILE



COOL RUNNINGS IN STANTHORPE JULY 1/2, 2023

ZCCQ's Continuing Feature!

We are so excited to continue our feature of the members and events of our "sister club" - the Z Car Club of Queensland, Australia!

This month it's about ZCCQ's "Cool Runnings" event - it never ceases to amaze me how similar our clubs are.

We keep saying that it's too bad there's an ocean between us - but our passions unite us!

Hello from down under,

The ZCCQ (Z Car Club Queensland) organized an exciting weekend in Stanthorpe. The event took place on July 1st and 2nd and was filled with breathtaking scenery, challenging drives, delicious food, and fun activities.

Day 1:

We kicked off from the BP at Purga at 9am. Social and Events Coordinator, Robert Brooks, planned a challenging drive through the Granite Belt Region with an overnight stay in Stanthorpe, the apple and grape hub of Queensland and home of the Big Apple. Our journey was jam packed with winding roads that offered stunning views and a canopy of rainforest trees with the sound of Bellbirds calling in the distance.



Photos: ZCCQ





We drove through Woodenbong, a charming country town surrounded by mountain peaks and valleys. Woodenbong is known for its World Heritage rainforests and State Forests, and it is even rumoured to be the home of the mythical creature, the Yowie. To be clear.... none of us sighted one.

Throughout the drive, there were plenty of twists and turns that provided an adrenaline-pumping experience. There was plenty of laughter when we recounted the thrill of the drive.

We stopped for lunch at Vincenzo's, an Italian style café, bar, and deli located at the Big Apple. The place offered a wide array of Granite Belt goodies, deli food, local produce, and wines.

After lunch, the adventure continued to the iconic Castle Glen, where we had the opportunity to sample traditional English-style liqueurs and the 'World First' crème liqueurs. Castle Glen is also known for being the first brewery on the Granite Belt and the first Whisky producer in Queensland. With over 300 unique products, it was hard to only sample a few. A good excuse to come back one day soon.

All our cars lined up outside the castle for a majestic photo shoot before we made our way to the Stanthorpe Cheese Factory. We sampled 12 artisan cheeses made onsite. These cheeses have been made from a single herd of purebred Jersey cows from one farm, offering delicious creamy

and unique products.

One of our members, Michelle Fenwick has deep roots in Stanthorpe. She was able to offer us a guided tour around town, looking at all the colourful murals and sharing the story behind the artwork. It was very special. This led to a good excuse for a quick visit to the Top Pub for a cleansing ale or two.

Dinner was at O'Mara's, a 100+ year old historical hotel, known for having a resident ghost that occasionally makes an appearance. We enjoyed classic, hearty pub meals and joined in with some locals for the karaoke. After a great night of fun, music and merriment we retired to a comfortable night at the Apple and Grape Motel, only a stone's throw from the Hotel.

Day 2:

On Sunday morning, the group started the day with a beautiful breakfast at Jamworks Gourmet Foods. Oh, that Chilli Jam was so good!!

From here we visited the Ballandean Estate Winery for a cheeky morning, wine tasting experience. The winery is Queensland's oldest family-owned and operated winery. We were treated to an exclusive wine tasting with the opportunity to take photos with their 160-year-old barrels. The winery had a rustic and moody atmosphere, with a warm fire glowing from the fireplace. It was hard to leave the ambient surroundings. It was truly an experience



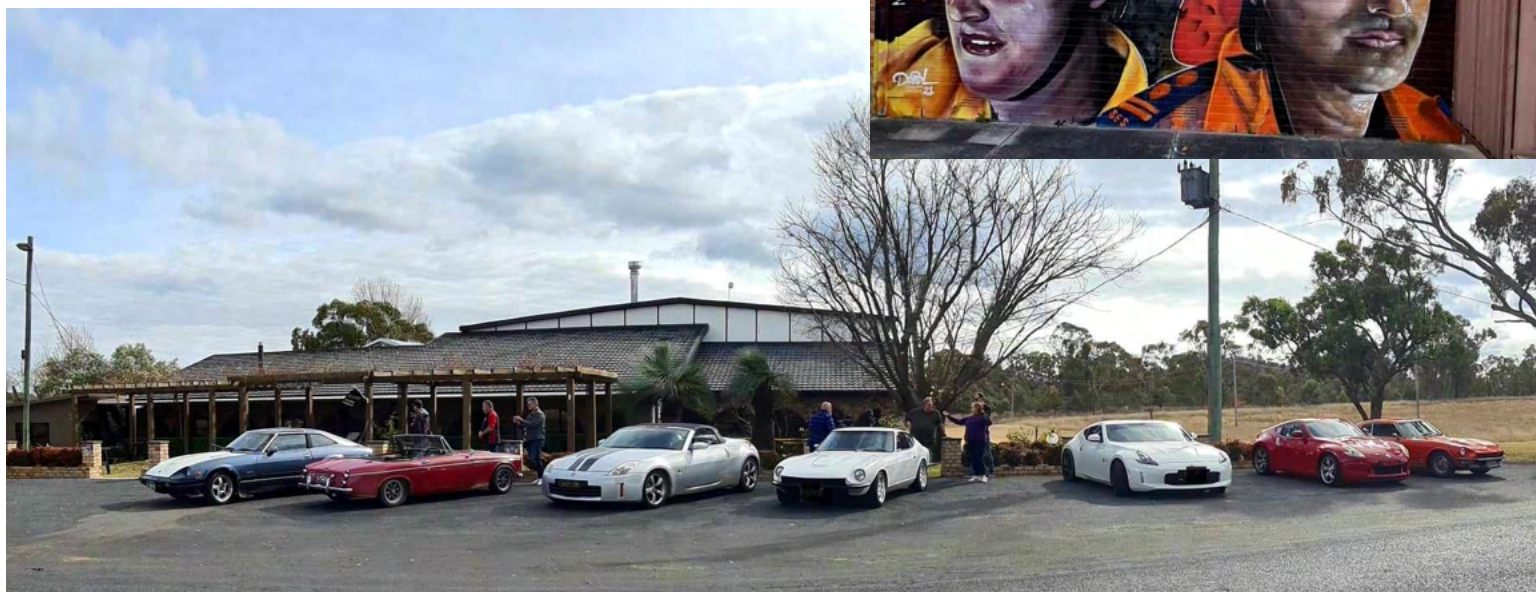
we would recommend.

Before leaving town, we had to stop at the local fruit and veggie shop to buy some locally grown apples, a perfect way to remember the trip.

Homeward bound, we meandered through the mountains and valleys along the NSW border to Beaudesert, concluding the weekend adventure on a high note.

Overall, the Cool Runnings event in Stanthorpe provided Z Car enthusiasts with an unforgettable experience, filled with camaraderie, beautiful landscapes, delicious food, and fun activities.

Annemarie and Robert Lawton
ZCCQ Members







Drivers, start your engines!

OZC Members are invited to the Nissan VIP Corral to watch the Nissan Sentra Cup Race on Sunday September 3, 2023 – all part of the Labour Day Weekend Sprints at Canadian Tire Motorsport Park

Watch www.ontariozcar.com for details!

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ZEDLINE

BACK TO THE ARCHIVES



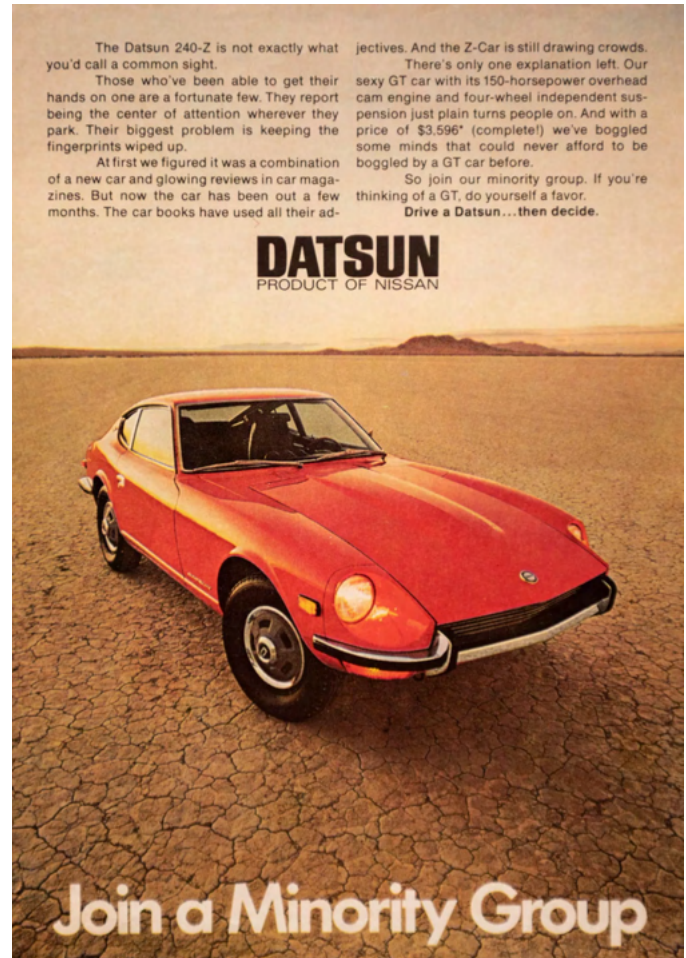
Well... we're digging into the Zedline archives again - this time to Nov/Dec 2011. it really is amazing what little pockets of gold we find there...

The following article may be long - but it's brilliant. Originally printed in 2 parts - this amazing story was written and experienced by founding OZC member Dieter Roth. Dieter may have moved this past year to Alberta - but he's still a member and still in touch with us regularly. (Follow him on FaceBook!)

In another fitting tribute - the subject and star of this story Ahmad Khodkar, sadly passed away 2 years ago this month (August 2021). We miss him dearly at the ice races and at regional racing (both off which he competed right until the end.)

Godspeed Ahmad... we know you're still racing above. Thanks Dieter for the memories!

Diane Dale
OZC Member



The first outing at Mosport

Photos: Submitted by Dieter Roth

A Tale of Two Z Cars

Part 1 of 4

Back in 1970 an orange 240 Z was born in Japan and shipped to Canada to live a happy life. It was driven daily and enjoyed by its owner for about 10 years and then sold to its second owner. At this time the Z was taken apart into 10 zillion pieces with a complete restoration in mind. But I'm sure you all know this story... 2 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 240 Z was born destined for Canada. Its life became a little more exciting, as its last owner (Len Whelen, ex C.A.S.C. president) turned it into a killer solo and street machine.

Now back in the 60's and early 70's 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, 2 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 to his hearts content with Mercedes and Porsche and BMW.

The last party of this part 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 2 Z Cars brought all three of us together and how a little history was made. Just to wet your appetite to read on, I'll give you the racing achievements of those 2 orange Z Cars.

- 1989 Ontario GT-2 champion, Firehawk Endurance Series GT-1 and overall champion, Canadian national GT-2 champion.
- 1989-1990 Ice Racing Studed Class overall champion
- 1990 Ontario GT-2 champion. GT-2 track record at Mosport at 1:34:9 sec. still stands today.
- 1991 Ontario GT-2 champion, Canadian

national GT-2 champion.

- 1991-1992 Ice Racing Studed 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
- 1994 Development of fuel injection
- 1995 Ontario overall champion

And the beat goes on.

In 1986, having been reduced to an '80 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 its 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 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 its first step toward 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 enjoying 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 a Datsun 240 Z. "What is a Datsun 240 Z?" came the reply. Now how does one describe the beauty and racing potential of a 240 Z to a man who has raced everything from Porsche to BMW to Mercedes and has never seen a Z? Well... I couldn't. Now as I walked past the Porsche compound on my way to the hotdog stand, a divine light came from the racing gods and fell on an almost hidden 240 Z 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, 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 & Park Rd. 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 240 Z I had ever seen. It was done. Full roll cage, fully adjustable suspension, 2.8 ltr. Engine, triple Mikuni carbs. Well Ahmad 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 2 Firehawk endurance races.

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 3 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. Late that fall we took the car to Nelson Ledges in Ohio for some more testing. That's when I learned another lesson in racing. I had installed an inexpensive fuel cell in the car and aligned the pickup points to the front of the car. The car would run well until the fuel ran low, then as Ahmad would accelerate, the engine would run out of fuel and under braking it would start to run again. Lesson: the car is under acceleration more than deceleration, hence fuel is at the rear of the tank most of the time. We learned a lot that first year,



1989 Canadian GT-2 championship Warm up lap

all of which paid for itself the following years.

Late August of '88 Ahmad wanted to know how a car like the 240 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 240 from my good friend Phil, still in 10 zillion pieces.

Here we go again, another deadline.

Greg does his magic with the driveline and I start assembling 5 zillion pieces we need to make this into an ice racer..... We make the first race even with all the wild modifications. Lesson 1: Do not mount the radiator in the tail gate, for extra weight transfer, and 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"

During the winter the GT car was completely stripped and improved from drive train to suspension to interior to brakes to 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 organise and financing of the projects, we had a team, a race car and a lot of confidence.

Nelson Ledges Ohio



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

Here they are:

Aerodynamics:

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

Suspension:

Wilwood 4 piston calipers and 11 inch discs, vented rear discs with 2 piston calipers. 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, 2 S&W accumulator pumps and 2 Holley 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 press, water temp, exhaust manifold temp, 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 press warning light and switches for night racing lights. Then we added a button on the steering wheel for the radio communications.

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

Engine:

Venolia 14 to1 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, 8 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.

2 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 only the first year.

A Tale of Two Z Cars

Part 2 of 4

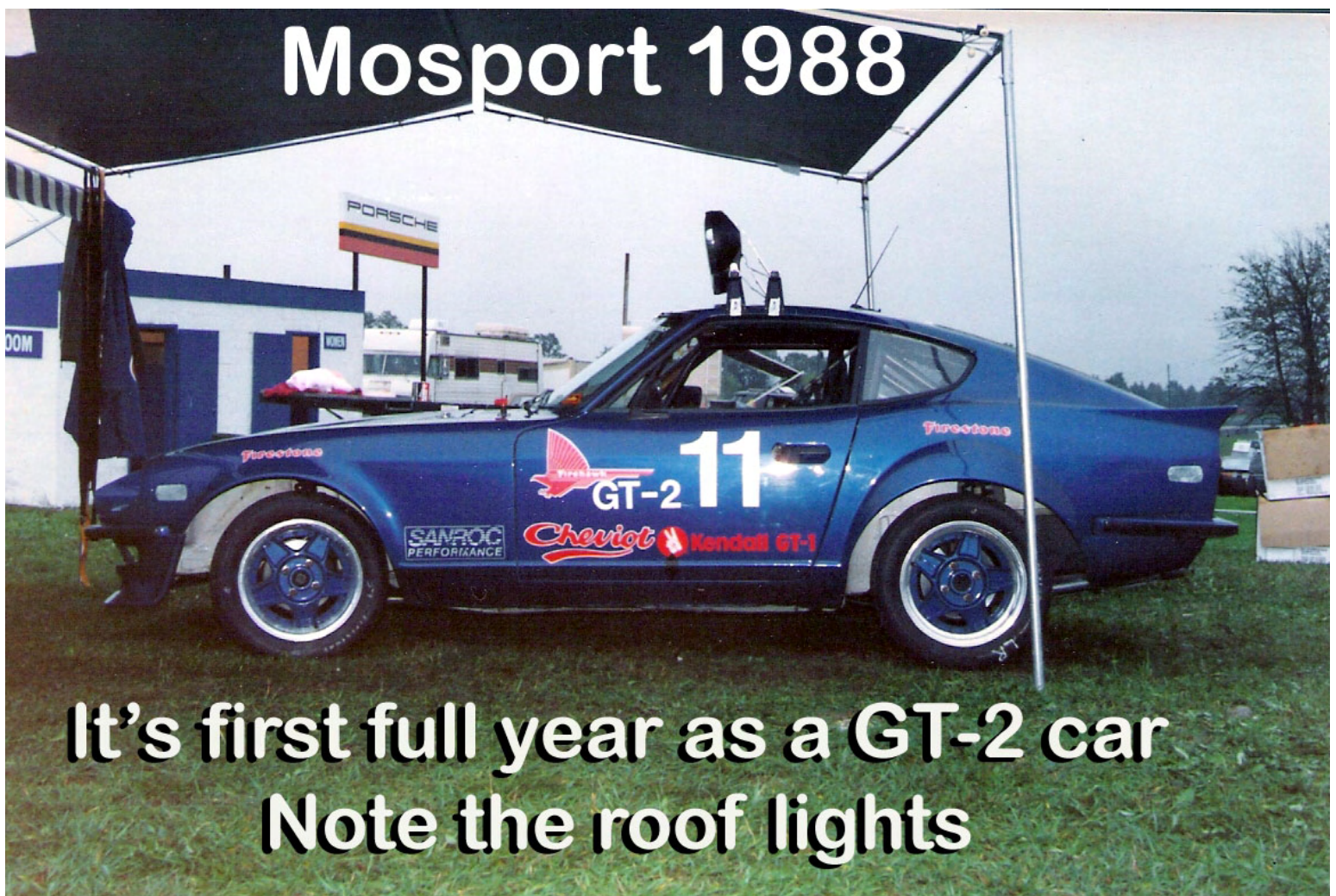
1990. This was the year to remember. I actually don't know where to begin. Everything happened so fast that the order of my memory may be somewhat off. Suffice it to say that all these things did happen at one track or another.

I hate Shannonville with a passion. Murphy's Law lives at Shannonville. First race in the rain, first transmission transplant in the mud, first hood flying up in the warmup lap, first electrical fire, first time a race team looked like a bunch of idiots on national TV.

But there were some highlights at Shannonville. First time I have ever seen someone come from dead last, driving like a man possessed and winning the race on the last lap in the last straightaway.

First rain race: Firehawk 3 hour endurance on TSN. First lap the sky opened up. Ahmad comes

into the pits and we make a good tire change. Off he goes..... the radio comes on "Dieter something's wrong"...(into corner 4). "Dieter did you tighten all the wheel nuts?"...(into corner 5). "Dieter I'm coming in". The impact gun will not take the wheel nuts off. The TSN camera zooms in on the points leaders car. One nut comes loose and then goes tight, another comes loose and then tight. Another the same until we turned all the nuts on both front wheels one quarter turn at a time and the wheels finally fall off. Longest pit stop in Firehawk history. Any of you figure out what happened? Easy for me to tell you now. The wheel nuts were the shank style, they come in various shank lengths to accommodate different wheel thicknesses. If yours are too short, not a problem, but, if they are too long the shank hits the wheel hub before it seats on the rim. The impact gun you are using drives it into the hub or in this case the brake rotor and expands it behind the wheel. So now we are all set to race with a wheel that was still loose and nuts that wont come off. Ahmad was



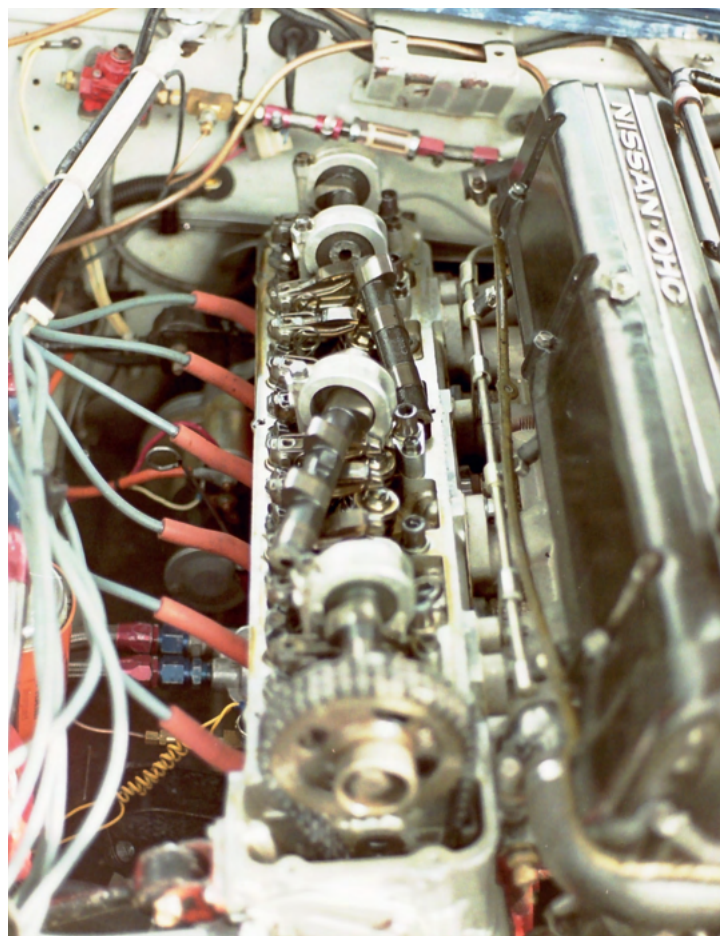
not impressed. No, we did not win that race. Oh, and the pit stop was 22 minutes long and TSN gave up on us after a minute.

Next race at Shannonville (I hate that track), we are on the pole. Pace lap, pace care goes into corner 3, Ahmad's hood flies up and he's driving blind. He pulls off the track, jumps out of the car and wrestles the hood back down while the rest of the field drives by. He gets back in the car drives across the field and jumps back into pole position just as the field reaches him. Cheeky. There is a quick discussion by the Firehawk officials and a complete restart is ordered with Ahmad in the caboose. Those guys have no sense of

humor. But that decision gave Ahmad the most glorious victory of his career.

Third race at Shannonville: Did I ever tell you how much I hate this track? It's raining, what else. Saturday practice ends with 2 gears. I drive back to Oshawa and pick up the spare transmission. The Pits are the pits, potato country and I'm changing the tranny on my back feeling like porky pig in his favorite mud hole. Race day, it's raining, what else. We are leading the race, the car slows down on the back straight, then speeds up, then down again and up again, then down.... Then it stops "Dieter, the car is on fire". The car starts again and heads for the pits. Every time I turn on the main exterior safety switch the smoke starts to pour. "Ahmad, turn everything off". Done. Main power on, no smoke. "Ahmad turn everything on one at a time". Fuel pumps, OK. Ignition, OK. Starter, OK. Wipers, they go up TZZZT, they go down, they go up TZZZT they go down. Smoke. Do not mount your main kill switch just below the windshield without checking the clearance between the internal wiper mechanism and the wires to the switch. The linkage will eventually wear through the insulation. Hence the slow-fast, slow- fast on the back straight.

Now if you think Ahmad had all the problems, not so. 6 hour sundown endurance race at Mosport. We are leading overall. Night falls and Greg takes his second shift behind the wheel. We mount the roof lights, yes Virginia the roof lights!



Another brilliant (hic) idea by yours truly. The regular headlights were aimed for cornering. We had the best night vision of all the cars. 25 minutes to go in the race, we are leading by laps over the rest of the field. "I've hit the wall in corner 9, I'm coming in". I look down pit lane into corner 10 and in the night I see a rooster tail of sparks 20 feet into the air. Greg comes sliding to a stop on front brakes only, as we are missing the right rear wheel and entire brake caliper assembly. The first question was, how do we finish the race to collect as many points as we could? Somebody reads the rules and they state, "The car must cross the finish line under it's own power". Damn, pushing is out of the question. Greg is standing there with a grin on his face saying " I drove in here didn't I, it's got a locked differential, it still drives with one back wheel". I grab a jack and slide it under what's left of the right rear suspension and lift it up off the ground. Greg jumps in the car and waits for the checker flag then drives it across the finish line beating several cars for position as we had lapped them several times during the race. Cheeky, eh? By the way the roof lights were banned the following year. Ahmad did mention during the race that there were some crazy drivers out there. He could see them driving with one hand on the wheel and the other on the rear view mirror as he passed them. I wonder why?

This particular year our re-fueling methods were via plastic gas cans. Mosport, 3 hour endurance race. Half way thru the race we are leading of course, after all we are driving a Z, over the PA I hear, " and the # 11 machine of Ahmad Khodkar has come to a stop on the back straight". " Damn, he's run out of gas". I grab one of the full cans, run to the pits, jump into my Van (400 cu in V8' cam, headers, Holley 4bbl) and head for the back straight. Have you ever tried to get to the back straight at Mosport from the inside of the track? Never mind which section. I have never sweated that much in my life, trying to find Ahmad, running through mosquito infested woods carrying a 50 pound fuel can.

We find him....Now he can't get assistance from us on the track. So we put the fuel on the guardrail post and he is on his own. "Dieter...

why did you bring fuel, I have no gears left, I shifted from 4th to 5th, but there was no 5th and I couldn't get back into any other gear". I am now thinking, you mean I ran all the way... never mind.

I am standing in the forest just past turn 6, getting eaten alive by a very happy insect population whilst sweating out of every pore of my body, trying to figure out what to do. "Ahmad, try the gears again, they all went one at a time". We find a gear. "Ahmad, use the gear, rev it up and drop the clutch". (it happened to be third gear). Much revving and slipping of a triple plate racing clutch later (try that some time) we are back in the race. It turned out o be a heat problem. The synchro rings would expand so much from the heat of racing that they would actually prevent the gears from engaging. As Ahmad was sitting there waiting for his lost pit crew, the gear box cooled off enough to allow him to find a gear. That was the week we decided that this car needs full tilt Nissan Competition racing transmission. No more problems.

Next issue Part three



A Tale of Two Z Cars

Part 3 of 4

OK, enough of good time summer stuff, It's winter. 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 am now bald).

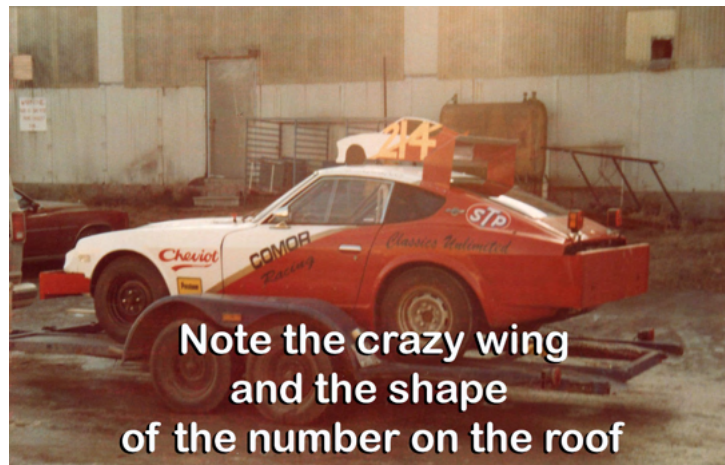
We tow the Z to Minden Ont. on Friday and I drive back to Oshawa to pick up the 510 to tow it up on Saturday morning.

It's 6 Am and I'm on my way. I am at the top of Simcoe St. in the middle of nowhere, Farmers fields all around me. It's -15 degree 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 Webber 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 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, where 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 9000 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 determine. This car is a local home built full tilt race care 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 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 4 car length behind. !!!YES!!! Lap 2. here they come again. I see the Z and nothing else. I am 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 4 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 3 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".

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 6 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 2 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 pictures). 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 #1 cylinder. I could not believe that the car did 2 laps at the Glen on one cylinder. Greg starts looking for Greg Martin another member of our club who is racing his 280 ZX that same day. I reach into the car and push the memory button on the Tach. 9080 RPM. I'm thinking, but for Nissans 5 main bearing design and Corrillo 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 just did not match any thing; timing, carburetor 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.

A Tale of Two Z Cars

Part 4 of 4

In Part 1 I mentioned our first Canadian GT2 championship at LeCircuit at Mont Tremblant in 1989, but I didn't tell you how we won. About 6 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 carburetor, it would increase the amount of air entering the combustion chamber allowing more fuel to be added and so creating more horsepower, and if you make the inside diameter exactly 34 mm at its narrowest point, one could eliminate the internal choke of the carburetor and so allowing even more air flow. Well one large chunk of aluminum billet and a C&C machine later we had 6 beautiful air horns. Automotive jewelry.

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 1/2 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 1 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". OK. 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 10 second lead on the Golf. By lap 6 the lead was down to 5 seconds and Ahmad was coming up to slower traffic. Greg and I figured that the Golf would be on Ahmad's bumper with 2 or 3 laps to go. 4 laps to go and the Golf has a clear view of Ahmad with 3 cars between them as they disappear into corner 1. 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



The grid at Le Circuit
Mont Tremblant



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 3 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 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. GT 2 and GT 3 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 9 his lead is about 5 seconds over the rest of the field and he is lapping the slower GT 3 cars.

Corner 3 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



Not bad for our second year

inches of his seat. The front of the Z was about 2 feet shorter than it used to be and 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.

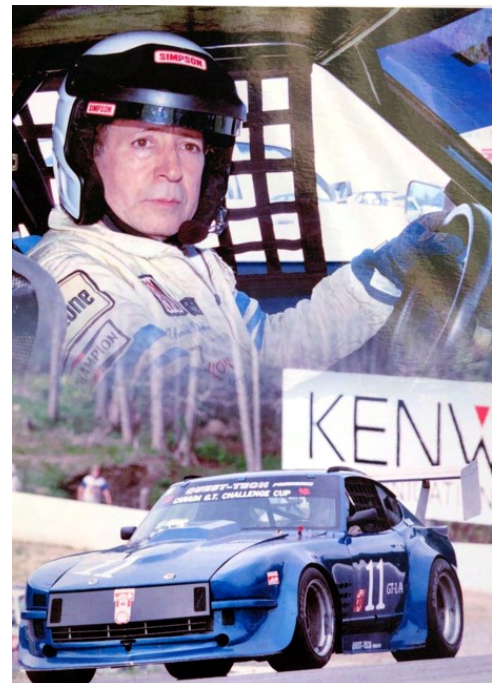
And that's how our two Z Cars became one. After much examination of the car, we determined that the front was not repairable. So the poor little ice racer Z had to be sacrificed to repair the GT car. Everything from the firewall forward was taken from the ice racer and grafted on to the GT car. While 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 GT 1 with a full tilt Buick Grand National V6 turbo and front tube chassis.

You can see this car on U-Tube 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 and I hope that some day Greg can convince Ahmad to bring it out to one of our events.

Dieter Roth
OZC Member

Ahmad Khodkar 1938-2021



**Lake Huron &
Georgian Bay
Coastline Cruise**
September 30, 2023



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LAKE HURON & GEORGIAN BAY COASTLINE CRUISE

SEPTEMBER 30, 2023



One man's trash...

Classic car clubs are usually on the lookout to obtain old used parts for their members. In that light , OZC wants to acknowledge a donation of 240Z parts received from one of Pat Cyr's customer's, Mitch Abrahams. Pat from Cyrious Garageworks gave OZC first chance to get the parts that a customer wanted to get rid of and we were able to facilitate a pick up from another member who was interested! Thanks Mitch and thanks Pat!



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YES WE HAVE IN-PERSON MEETUPS!

Come on out to hear the latest club news, events updates, both past and upcoming ones and catch up with old and new friends. If it's still too far - you can join us virtually on Zoom for the Eastern Meetings.

Eastern Meetings

Meet up with us on the first Wednesday of each month, returning to Watt's Restaurant. We start the meeting at 7:30 PM but come earlier to join us for a bite to eat at 6:00 PM.

Watts Restaurant

(In the Eglinton Square Shopping Centre, on the south side of Eglinton, between Victoria Park and Pharmacy)

Contact: Nigel White, Eastern VP

Western Meetings

Meet up with us on the second Wednesday of each month. We'll be hosting you from a new location. We start the meeting at 7:30 PM but come earlier to join us for a bite to eat at 6:00 PM.

The Pickle Barrel

(approx 2.5 KM south of 401 on Hwy 24 (Hespeler Road) west side)

Contact: Brian Gracie, Western VP



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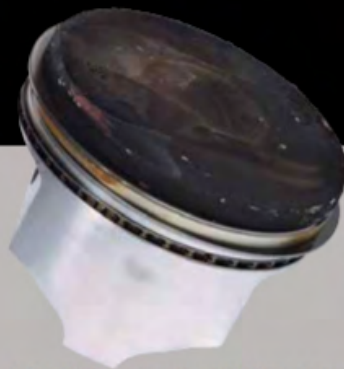
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