



GroupZ Sports Car Club Inc.
The world's oldest Z car club!
August 2014



The **Z-Breeze** is published monthly and, typically, distributed around the 1st of the month. Membership is \$30 per calendar year (includes the newsletter). Membership rates are prorated quarterly to Jan 1: Jan-Mar: full rate, Apr-Jun 3/4 rate, Jul-Sep: 1/2 rate, Oct-Dec: 1/4 rate. Subscription rate is \$15 per year and there is a \$15 surcharge for members and subscribers who wish to receive a printed version of the newsletter. Opinions expressed in the newsletter are not necessarily those of the editor or the club. The editor reserves the right to edit all submissions as needed.

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Hundreds of folk working behind the scenes.

2014 GroupZ Board of Directors

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Treasurer: Tom Clark

Event Coordinator: Steve Donegan

BOD Members at Large: TBD, TBD

GroupZ Sports Car Club Inc.

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Club meeting place:

Katella Grill

1325 W Katella Ave, Orange, CA 92867

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GroupZ Calendar

Weekends **Local Area:** Stuff is always going on! For further details, please visit the club's event calendars: Website, Facebook, Yahoo Group.

Links to our *EmpireZ, San Diego Z* sister clubs

6:00 pm BOD meeting: @ Spires in GG, Golden West & GG
Wed Aug13 Blvd, off the 22 @ Golden West

7:00 pm **General Meeting:** @Katella Grill. Please come vote
Thu. Aug14 for the new Board Members.

Sat Sep 13 BBQ at Tom Clark's home in Seal Beach (has anybody told Tom or is this relevant?). RSVP

Sat Sep 27 **JCCS:** The 10th anniversary of the amazing Japanese Classic Car Show at the Queen Mary in Long Beach.

Sat Oct 11 **EmpireZ:** 8th Annual Car Show by San Bernardino Nissan & EmpireZ.

Oct, TBD **Run of the Month:** 1/2-1-2 day affair: Temecula, Pala, Pechanga, Palomar, Julian, Train museum in Paris. Steve, Scott, & Ian to "get 'er done". RSVP (member feedback requested-see article).



We need your help!

Calendar events: *Please* help us keep the calendars updated by notifying the editor or the coordinators, either for Yahoo groups & the club website or for Facebook, of updates & additions.

Club events: *Please* support our club events and let the trip leader know if you'll be participating. **All** members are encouraged to suggest trips so feel free to contact the Events Coordinator. *Please* bring your club ID to events.

Newsletter articles: *Please* feel free to send potential articles to the editor for submission into the newsletter (text & pics). A published article will include a thumbnail pic of the author (please supply source pic).

Front Cover: Z31s (84-89)

Back Cover: Guest Member of the Month

Minutes of the BOD Meeting

July 10, 2014

BOD members present: Ian Stewart, Richard Yarosh, Tom Clark, Curt Wheeler, w/ Steve Donegan absent, member Scott Burkardt came later.

Announcements

Old & New Business

<The minutes of the previous BOD Meeting were read and approved as amended.>

Curt: Discussion about getting Nismo lanyards for members at price that we can afford.

Discussion about syncing membership dues to Jan 1 and to start prorating of dues by quarters (need to keep track of members who paid full dues after Apr1).

Tom: Finances: from 6/01/14 to 6/30/14: \$145.00/ income & \$0.00/expenses --> \$2240.45/ balance.

Sept 13 BBQ @ Toms

Scott: mentions "Tri-state Datsun Classic" car show in Williams, Az on Oct 7.
<http://www.nostalgicdatsun.com/>

Ian & Scott & Steve: Discuss Oct "Run of the Month".

Ian: Will help in ZCON Autocross.

<Kyle> Curt will send previous months ZBreeze to Kyle to post on the club's website.

Respectfully Submitted: Curt Wheeler

Odds & Ends

Notes from GroupZ

Cover photos: (top pic) 88 300zx "Shiro" edition: ~1000 made, Recaro seats, VLSD <editor: I bought one from Ian>, unique sway bars & springs, all white w/ white wheels, Canadian cars had a console plaque, (bottom pic) 84 300zx "50th Anniversary" edition: ~5000 made, "silvered" T-tops, 2 tone silver & black, "Body Sonic" stereo, special key & car cover, unique "turbo wheels", 2 seater turbos in North America and 4 seater non-turbos in Australia.

October Run of the Month

Members who involve their family in car club events want a 1/2 day event and members who don't involve their family want a 1 day event, and members whose children have fledged want a 2 day affair. It's possible that we can arrange all 3 options. We might caravan to Temecula and then cruise thru the hills with optional side excursions to the Train Museum in Paris, Palomar Mountain Observatory, and/or Julian. Saturday nite @ Pechanga or Pala (secured parking) with gambling and/or Winerys on Sunday. We might link up with the LA Shelby club or other. We would like feedback from all members that are interested in this event and to state their preference for 1/2, 1, or 2 day affair and what activities & excursions interest you the most.

More Calendar Stuff

Aug 17: Empire Z BBQ - We <Empire Z> have a great location, food, games, and prizes, but we need help on the grill. If you are willing to help on the grill, please reply. BBQ will be on in Riverside. Details at http://empirez.com/gallery/bbq_2014.htm

Aug. 24: drive from Elsinore over Ortega Hwy by SoCalZ: <https://www.facebook.com/photo.php?fbid=716499841720846&set=gm.767148583326409&type=1&theater>

Oct 7: "Tri-state Datsun Classic" car show in Williams, Az: <http://www.nostalgicdatsun.com/>

Guest Member of the Month:

Hector Cademartori: racer with a brush

Article from the ZBreeze Archives

Hector has been a member of the Datsun community, which he calls "brotherhood", for 20 years. We talked with Hector about his art and his racing.

I was born in Buenos Aires, Argentina and became interested in motor racing as a teenager in the mid sixties and was very much influenced by the European traditions of my country: Fangio, Gonzalez, Reutemann, all the Formula One and Sportscar stars of the 60s and 70s and the great cars and racing teams of that era. I started selling my illustrations and paintings after I graduated from High School and got a job at a racing magazine called Corsa. In 1983 I moved with my wife and one-year old son to the US to trying to make a living with my motor racing art.

My clients include racing teams, corporations, magazines, private parties and manufacturers, all of which helped me to support my family producing racing art. Yes, believe it or not, I make a living doing this.

You'll find my art in Dan Gurney's All American Racers offices, Indianapolis 500 Yearbook covers, California Speedway and the Carrera Panamericana posters; the NHRA, foreign and domestic automobile and motorcycle magazines, book covers, manufacturers such as Kawasaki USA, American Honda and Yamaha USA, Toyota Motorsports, TRD, SVRA-West, HSR and many others.

However, and hoping that the next paragraph won't disappoint art lovers, my artwork was just a vehicle to be around racing. I wasn't a mechanic or a car owner or a fabricator, but I had my art and that was my ticket to be around motorcycles and racecars. I was never interested in hanging out with artists, instead, I hung around race shops and race tracks.

I consider myself a racer with a brush and, on this note, I race my Datsun 240Z "Ferratsun" around the Southern California circuits as often as I can. I live in La Verne, California, with my wife Florencia and two daughters, Florencia and Mercedes.

The "Ferratsun"

In the late eighties, I went to an event in Baja California called La Carrera Classic: an open road race that went from Ensenada to San Felipe and back to Ensenada on a public highway which the organizers tried to close to traffic. If you look at the map, you'll immediately realize that that was impossible but, in typical Mexican fashion, they run anyway! I came up with the idea of a project car to do that event: nothing fancy, just something that would finish the race. At the same time, I was playing with the idea of doing some bodywork on a car to resemble those Ferraris of the '50s such as the 375 Mille Miglia that raced in the Carrera Panamericana in those days. First, I needed

a reliable car and second, something that I could work on myself, and third a bodywork that would lend itself to the re-design and last, but not least, something in a price range that would fly below my wife's radar.

"Houston, we don't have a problem"- I thought, when I realized that a Datsun 240Z was the perfect candidate. Reliable? Is there anything more reliable than a 240Z this side of a wheelbarrow?

I found a '73 for \$900, did some sketches and took them to my friend Fernando Requejo's. Fernando came from a dynasty of artisans in Argentina, people who made their living since the '40s repairing and making new bodywork for Ferraris, Oscas, Maseratis and everything in between the old fashion way. In other words, Fernando would have done my design with one hand tied behind his back while sipping his cafe latte with the other. "No problem, Hector, we'll do it". He was a racing enthusiast and liked the idea of going to do the race in Mexico. In order to make it as simple as possible, he kept the stock fenders up to the headlights and started to build the nose. He took the original hood, rounded the very angular bulge and created the engine cover. Then, we added a few cosmetic details such as the two openings on either side of the fenders and the air scoop, the belts and a bug screen on the engine cover. A \$350 Earl Scheib paint job, (red, of course), four new tires and an oil change finished the project. In 1994 we were on the starting grid of the Carrera Classic. Since I didn't have a trailer, I took my car with the spares and my son and two nephews took turns driving the Z to Ensenada and back.

It was a great adventure and we returned to that race every year until they didn't do it anymore in the early '2000s

I started preparing the car a little more every year (triple Webers, mild Schneider cam, Tokicos Illuminas) and besides the Clasica I did the street races in Ensenada, Tijuana, San Felipe, Tecate and Mexicali. Those street courses were difficult tracks: you were either on the track or against a cement barrier. Those were wonderful times with great racing friends on the other side of the border. I also started racing in Southern California with VARA, NASA and HSR-West (now SVRA-West) with the help of great sponsors along the way. Lucas Oil lubricants, my main supporter, Sanders Automotive, a shop in San Dimas run by drag racing enthusiasts, Motul supplies the racing brake fluid, Tokico Shocks, Falken tires and a company that is synonymous to Datsun Z: Motorsport Auto.

The next step of the re-design project was going to be the tail section of the Z: softening the hard lines and taking it more to the round shapes of a Ferrari. Regrettably, our dear friend Fernando Requejo was diagnosed with brain cancer which took his life within a year and the tail section was never done. Therefore, in my racing circles, the car is known as the "Ferratsun", half Ferrari, half Datsun.

The Datsun Brotherhood

The decision to make a race car out of a 240Z put me in contact with the Datsun brotherhood. Yes, you guys. Perhaps because the Datsun marque was discontinued and became

Nissan, or maybe because the cars never became status symbols such as other European marques, or because the Z model disappeared from the market for a while and Nissan as a company had its own identity problems, or maybe it was all of the above, but I noticed a lack of recognition from the car world when I started getting in the world of Zs. "How could this be?- I asked myself. "This is an incredible sports car- I thought – and it is beautiful!"

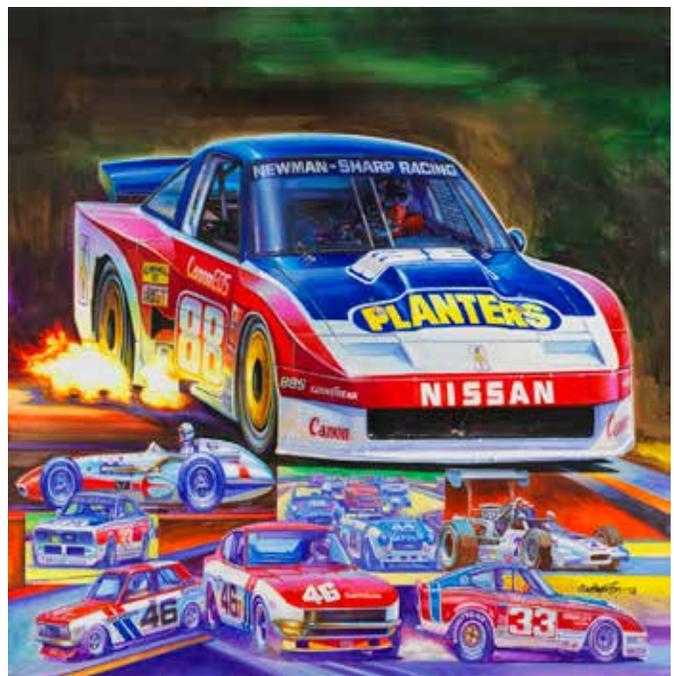
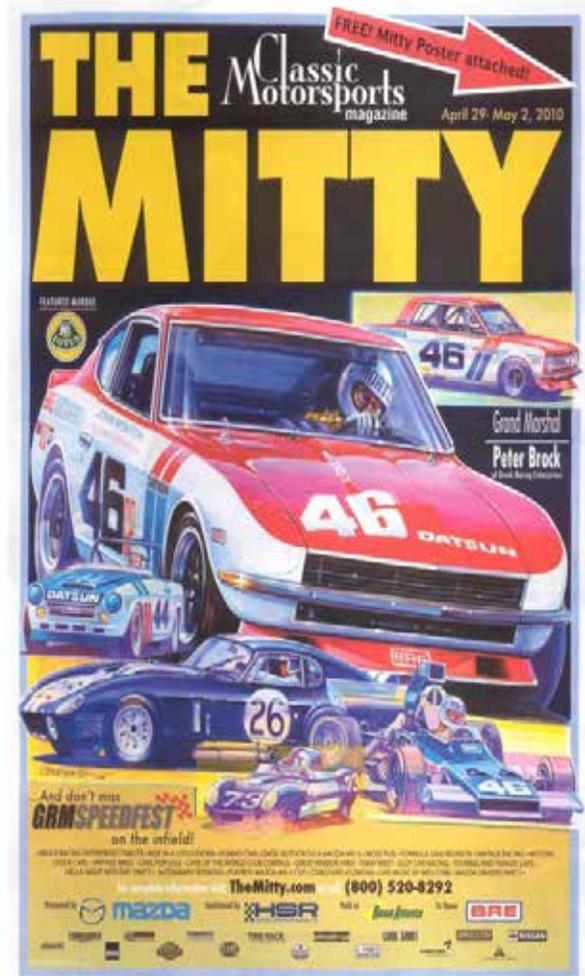
However, what I found was a extremely loyal fan base. A true brotherhood that found its strenght probably because all the things I mentioned above. And I became friends with many of them not only around Southern California, but on the other side of the country.

Ian Stewart, co-equipper and active member of Group Z, Les Cannaday, Ron Carter and the gang of rabid racers from Vista,CA, John Wilkins and the Datsun racers from VARA, Dan Banks and Mark Lambert from the Z Club in Maryland and so many more. Also, because of the Datsun "brotherhood" I made friends with legends of the sport such as Peter Brock and John Morton .

In an attempt to give back to the brotherhood, I created "ZEAL", a painting featuring John Morton at the wheel of BRE's 240Z at Road Atlanta, an image that you're probably familiar with. I'm proud to say that I've created the T-Shirt designs for Motorsport Auto's annual show for about ten years. You're probably wearing one of those while reading these lines!

In retrospect, selecting that '73 240Z in 1993 to do the project for the Carrera Clasica wasn't a bad thing at all.

GroupZ: Hector is a club sponsor and offers 10% off of his artwork to club members <editor: I bought a signed print of John Morton's BRE 240Z at Road Atlanta---very very nice>. Check out the link on the GroupZ website: http://groupz.com/?page_id=308



News & Announcements

Cars & Coffee & Santiago Canyon Cruise 6/21/14

Article by Ian Stewart & Pics by Scott Burkhardt



We had a great turn out and a great time on this event. Roughly 15 Zs showed up and we picked up a guy in a 510 that helped lead one of the groups through the canyons as well. The typical eye candy was on hand for the car show and our Zs showed well and fit right in. New and old faces were on hand. Tom Clark showed up wearing his group Z shirt and driving his BEAUTIFUL Impalla SS as he was headed to another car show afterward. There was a great mix of Zs with all but the Z31 represented. We filtered out of the car show about 8am and came back together in a nearby parking lot before heading up into the twists in Santiago Canyon.



Guest Member of the Month Hector Cademartori



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First Class