

# ZEDLINE

FALL 2014



A publication of  
**ONTARIO Z-CAR**  
ONTARIO Z-CAR OWNERS ASSOCIATION

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

## HISTORICAL AND EPIC

ONTARIO Z-CAR OWNERS ASSOCIATION

20<sup>th</sup> ANNIVERSARY

**FEST**

AUG 17th  
2014

IN THIS  
**24 PAGE**  
FULL COLOUR ISSUE

NIAGARA WINE TOUR  
KAWARTHA TOUR  
TOUR & PIG ROAST

Z-FEST SHOW  
ROCHESTER SHOW  
CONVOY TO Z-CON 2014

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# A year with no Z

AAARGH! September is winding down and I've only just now got the engine back in my Z. I missed everything! Back in June, I deluded myself into believing I could do the bare minimum to get my engine repaired (broken ring land on piston 6) and running again, and still participate in some of the activities OZC had planned for the summer. But doing the minimum is just not in my nature. Instead of replacing the one piston and reusing everything else, it became new pistons, rings, bearings, timing chain, head gasket, oil pump, and competition oil pan! Of course, all the existing parts had to be de greased so they were nice and clean again. This exposed paint chips, so parts had to be repainted. And now was an ideal time to take additional steps to manage exhaust heat and make some other refinements I'd been contemplating over the years. I did force myself to make some concessions, but it was tough.

Complicating all of this was a long-standing promise I had made to club cofounder and past president, JP Matte to rewire the engine bay in his Z. It was an

fort, contorting my body in unnatural ways, during extreme ranges of temperature. It must be because I'm having 'fun.' No, often times it's not fun. It can be brutal, exhausting and stressful... But it's worth every minute of it! The sense of occasion and drama that accompanies piloting a unique, high performance car that you built with your own hands, or at the very least played a significant role in developing, is unparalleled and exhilarating. You feel the eyes of the world on you everywhere you go. Children point, smile and stare, while their mothers huddle them close and glare at you with suspicion and fear. Other drivers dodge and weave through traffic to get close enough to give you a thumbs up, and random strangers stop to compliment your creation at gas stations. On top of that, there are the initial roller coaster feelings of elation and marvel that it all works, interspersed by that sense of impending doom that it could all go wrong in an instant. Gradually, as the trust develops and the hypersensitive attention to every unfamiliar noise and vibration fades, an intense satisfaction takes hold, a satisfaction you will never get just buying a new car. It's a high I never get tired of.

Of course, surrounding myself with a group of enablers doesn't help. OZC is the automotive equivalent to the antithesis of AA, as we corrupt and cajole each other to newer and greater heights of insanity. "Yes, you should have another drink, and here's one with more alcohol!" But that's one of the reasons I love this club. Nobody is ever going to tell me to put down the turbocharger and walk away. Indeed, we celebrate this lunacy annually with Z-Fest, and judging by its outstanding success this year with record breaking attendance on its 20th anniversary, the cure for this affliction thankfully appears to be more elusive now than ever. If you weren't able to attend, check out the full colour spread on the 2015 Z-Fest celebration in this issue, and don't miss it next year!

**Nigel White**

PRESIDENT - Ontario Z-Car Owners Association



**PreZ**

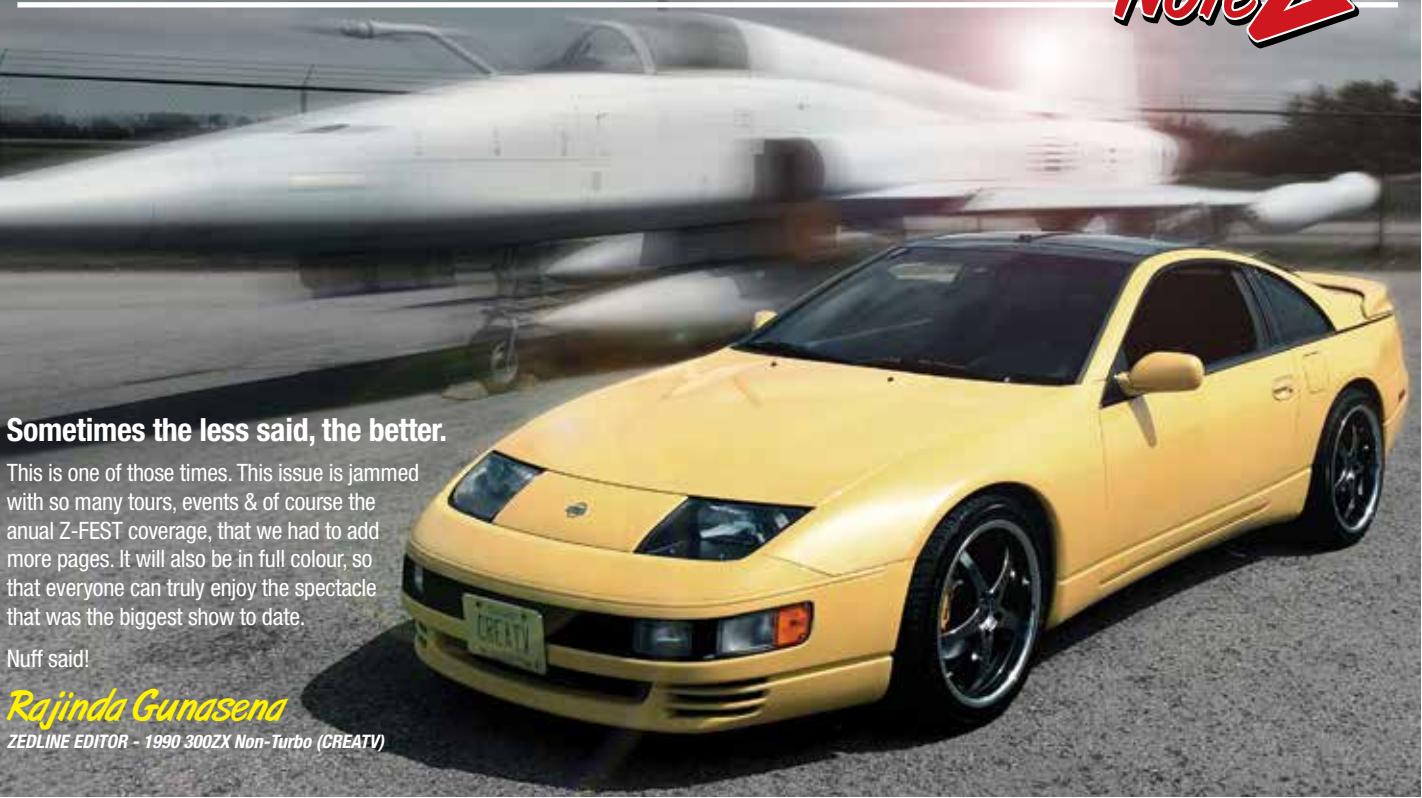


electrical horror show that by some miracle continued to function, but was living on borrowed time. At some point it was inevitably going to fail, possibly in spectacular fashion, and quite likely going to leave him completely stranded. Various people, some of highly questionable skill, had applied band-aid fixes over the decades to keep it all going, but it had devolved into a convoluted mess as a consequence. This was to be the year it all got fixed. Of course, I agreed to this before I knew the depths of my own automotive predicament. So there I was with two major automotive projects to complete in one summer.

Now, to many people, the prospect of undertaking just one of these projects leads them to ask 'why not just buy a new car?' Why not indeed? Truthfully, I do question my own sanity sometimes. I place myself in a crisis of my own making with deadlines that have me up all night, subjecting myself to hours of physical discom-

# Pictures worth the words

*Editor  
Note* Z



Sometimes the less said, the better.

This is one of those times. This issue is jammed with so many tours, events & of course the annual Z-FEST coverage, that we had to add more pages. It will also be in full colour, so that everyone can truly enjoy the spectacle that was the biggest show to date.

Nuff said!

*Rajinda Gunasena*

ZEDLINE EDITOR - 1990 300ZX Non-Turbo (CREATV)

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

**Anand Maharaj**  
**Lee Wright**  
**Ivan Gojmerac**  
**Frank Sheppard**  
**Kyle Muir**  
**Steve DaSilva**  
**Gary Sirove**  
**Jim Slobodian**  
**Lorne Stevens**  
**Philip Baskin**  
**Radi Hamdan**

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



FALL 2014 ISSUE

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 Howie Yoshida

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 Terry & Grace



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# GETTING LOST & LOSING BRAKES

Mauricio split the large group into 3

**TourZ**



**Rajinda Gunasena**

ZEDLINE EDITOR - 1990 300ZX Non-Turbo (CREATV)

This year's wine tour ended up being a memorable one for couple of reasons. Not because we made it back to Niagara, after last year's excursion to the east. But because it had 4 stops and ended up being quite an eventful one for some.

The tour started as advertised in Hamilton, with almost 30 cars. Mauricio made the decision to split the group in to 3 with Wes leading one group, Erle leading the second and Mauricio heading the last group with me, Dan & Vanessa at the back. The first stop was the ICE HOUSE. The route was scenic, with many twisty down hills, a few traffic lights, plus few daily drivers to negotiate & overtake. Things were fine, only slowing down occasionally for Dan to catch up, until I heard the screeching sound of brakes being applied behind me. Since it was at a light, and I had already turned, I assumed Dan had to brake quickly, which was also a steep down hill. Still I couldn't see Dan anymore, even though I slowed down to a crawl informing Mauricio in the lead via radio.

Being a veteran of the area and the tours, we figured Dan & Vanessa would find their way to the Winery. So we continued on. When we got to the ICE HOUSE, we found only two groups were there. Turned out the lead group had got lost and ended up taking a different route to the winery via their GPS. But the most scary news we got was when Mauricio informed us of the call he got from



Dan who had to stop, because they'd LOST THEIR BRAKES! Not wanting to take a chance on the many down hills on the route Dan had wisely decided to head back home, albeit driving with only the emergency brakes working.

That reminded me of a scary incident that happened almost 30 years ago, back in Sri Lanka. I was driving a Ford Escort that was loaned to my dad by the mechanic who was repairing his car. I was on my way to pick up the family when I suddenly lost the steering. I mean, the wheel literally became a cartwheel, with the car still heading straight. Luckily I was on a straight road, with not much traffic and managed to stop the car. It took me & a nearby mechanic to figure out that the bolt at the bottom of the steering column had loosened. The guy pulled the steering out and hammered it back into place & tightened the bolt.

That was it, and I actually did drive it to pick up the family. Oh, the stories we car guys can share...

Back to the tour, which went off smoothly as we headed to downtown Niagara for lunch at CORKS Wine bar & Eatery. Parking was hard to find & few of us who paid for parking at a church were warned, that we may get towed by the city. However we made it out of there without losing any cars and headed to UPPER CANADA CHEESE COMPANY, where we got treated to many different kinds of cheese.

The final stop was at the Malivoire Winery, which took more time than we expected, making the tour a bit longer & tiring. After a draw for some bottles of wine, we headed back to our homes, tired and a bit woozy after all the wine tasting!



Ice wine slushies anyone?





## Kawartha Lakes Tour:

# On, Off & On again!

TourZ



### Rajinda Gunasena

ZEDLINE EDITOR - 1990 300ZX Non-Turbo (CREATV)

As far as tours go, Kawartha Lakes has been quite popular for the past few years. There's always plenty of people joining us, and the Kawartha winery and the BBQ at Bill Husar's cottage has become a feature everyone looks forward to. So when tour organizer Erle announced a week prior, that the tour had been postponed till October, many of us were surprised to say the least. I was planning to go, but in reality I had not confirmed my participation. It looked like I wasn't the only one, as others quickly responded and this popular tour was back ON again!

Of course by then couple of the usual participants had arranged for other plans, as soon as the cancellation was announced. Such was the case for Lou Pereira who had his daughter's Birthday party to go to. He was disappointed and so was I because I had something planned.. more on that a bit later. But joining us after a long hiatus was Anthony Giancola, all ready to let the top down and enjoy the drive with his better half Daniella.

We got together at the usual East end Timmies and started off. The plan was to get to the Locks at Buckhorn where we would have lunch. Although it was a bit colder in the morning, by the time we stopped for the first washroom break near the

Locks, sun was out & it was getting warm. We had our lunch by the waterway, watching the boats being lowered and raised, to go up or down the Lake.

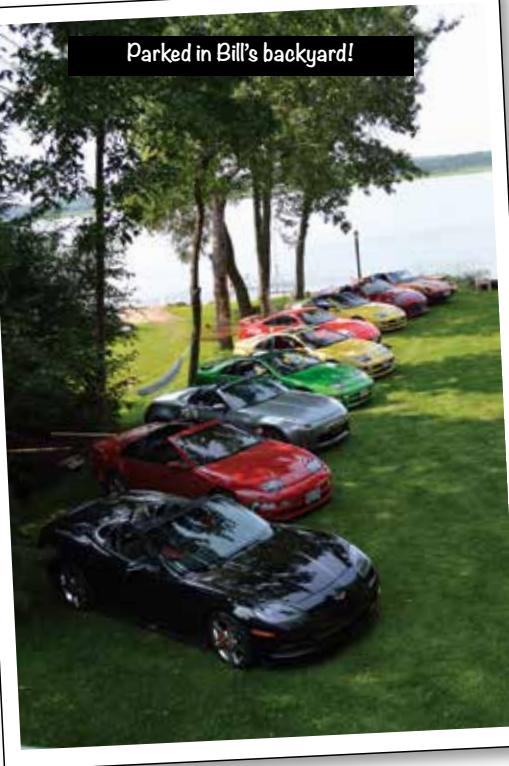
We then headed off to the very popular Kawartha Wineries. It was here an year ago, Mr. Pereira added a new element to the right rocker panel of his Z32 in the form of a "gash", while pulling out, parked between the rocks. So I paid homage to our buddy by carving his name on the rock he "kissed", and also took a picture with Mauricio to remind him of the incident for many years to come. I later added a sign in Photoshop for good measure. I have to say as upset as he was of the incident, Lou took the whole thing in style, because I am still alive!

Mauricio explaining finer points of a good tour...



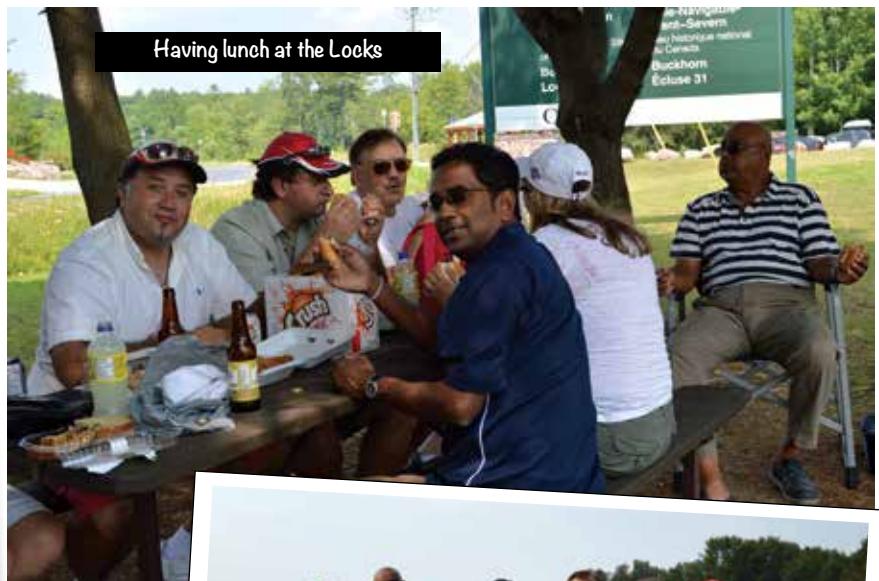
checking the scene of the crime

Parked in Bill's backyard!



Back on the road again, we enjoyed the rest of the drive with tops down. We passed Mosport Park on the way, and found it packed with Caravans and vehicles. It wasn't for any Motor Race but for a Country Music Festival, that was taking place through the weekend. We reached Bill's cottage much earlier than we had expected. He had the BBQ going and we brought the beers & other side dishes we purchased at Buckhorn to make it a good feast. Some of us were still full from our heavy lunches, however it didn't stop us from enjoying what Bill had prepared for us. For his wonderful gesture of hosting us, we raised some funds and Erle announced that a donation will be made on behalf of Bill & his family to a charity he knows.

Having lunch at the Locks



This was my second trip to his cottage, which is right in front of the lake. Parking the cars right to the edge of the lake on his beautiful lawn makes the perfect picture time! We took some good pictures of the cars as well as with our better halves enjoying a great view.



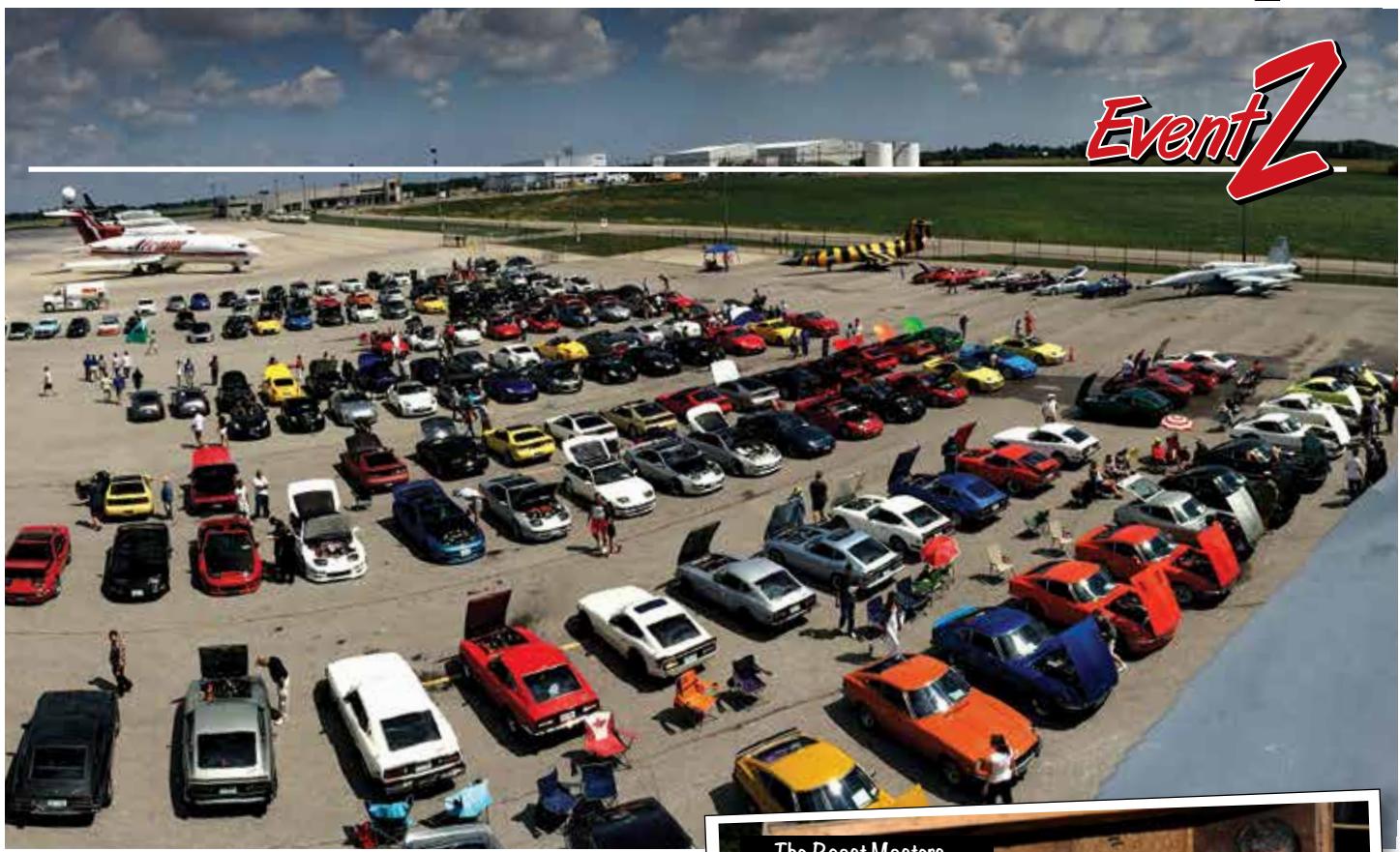
The last guys standing

We spent a good couple of hours at Bill's before finally heading back to our homes. Mauricio, Erle, Dave & myself drove back together stopping on the way at Timmies for coffee & Tea. Of course by then ONE of us was hungry again! Guess who? >

Coffee break before heading home



Cars, Beer, Lake &amp; BBQ.. what more could a car guy ask?



**EventZ**

# OINK, OINK & HONK, HONK!

## Pig Roast and a Car Show!

**Jason Okolisan**

This year's Z-Fest car show was a huge success with the most cars and enthusiasm that I've ever seen in the six years that I've attended the event. We had a beautiful day on August 17 so there was no excuse not to attend. That and the recent shift to have the show on Sunday rather than Saturday is better for most peoples' work schedule.

Z-Fest had a new venue this year - The Canadian Warplane Heritage Museum just outside of Hamilton which is nice and central. This facility offered the added attraction of the museum displays and cafeteria which appealed to everyone who loved having their cars photo taken with the vintage warplanes. It was also nice to have a beer with lunch.

The day started early (7:30am) for the many volunteers who help set up and organize the parking guidelines. A steady stream of Zeds, Infiniti's and other Nissans rolled in all morning and by noon we

had 169 registered cars plus several more joined in after registration closed bringing the total closer to 180. The view from the museum observation deck was awesome to photograph and appreciate the grand splendour of our show.

All the feedback I heard was positive as everyone really liked the venue and commented that the event was well-organized. The day went smooth without any significant issues although we did encounter a traffic jam at the show entrance when a 30 car convoy of Infiniti's, 350Z's and 370Z's arrived from the GTA. It was quite a sight as Terry Weston rushed to Bob Chwalyk's aid to direct traffic.

It was nice to see a younger crowd of Zed owners come out along with more Infiniti's thanks to Will Hayward's efforts to promote the show at various car shows and on-line forums. I think it's important to grow Ontario Z-Car and keep our club relevant to the

younger generation of Zed owners.

A new event with Z-Fest this year was the addition of a Saturday cruise and social. Mauricio and I organized the road tour which took us from Waterdown up through Halton Hills, ending at Jerry Barvinek's house in Cambridge for the evening pig roast. The weather on Saturday was less than ideal with rain but, we did have a good cruise and the rain cleared up in time for the outdoor gathering at Jerry's.

Z-Fest attracted participants from a good distance including several of our American friends from Rochester and Ohio - it's always great to see those guys.

Overall it was a fantastic weekend and gives us momentum heading into next year as we're inspired to make Z-Fest bigger and better each year!





The group who braved the weather at Spirit Tree



Rain held off for most part, allowing us to enjoy dinner out doors!





**ONTARIO Z-CAR OWNERS ASSOCIATION**

# 20<sup>th</sup> ANNUAL FEST

AUG 17th 2014



Z-FEST 2014 AWARD WINNERS

CLASS	CATEGORY	1st	2nd
S30	Stock	John Taddonio 1970 240Z - gold	Steve Jonjev 1972 240Z - silver
	Modified	Rick Scott 1973 240Z - red	David Whittaker 1973 240Z - red
S130	Stock	Bill Husar # 1979 280ZX - orange	John Taffe 1981 280ZX - grey
	Modified	Will Hayward 1981 280ZX Turbo - black	not contested
Z31	Stock	Bob Burnham 1986 300ZX - red	Harry Wells # 1987 300ZX - blue
	Modified	Jorge Silva # 1988 300ZXT - red	Chuck Gould 1988 300ZXT - white
Z32	Stock	Jorge Silva 1991 300ZXTT - red	Patricia Bacon 1993 300ZXTT - white
	Modified	Neil Harrington 1990 300ZXTT - silver	Kyle Mur 1990 300ZX - red
Z33	Stock	Dave Butle 2008 350Z Nismo - red	Boris Roudbari 2003 350Z - silver
	Modified	Terry Weston 2003 350Z - silver	Kevin Logue 2004 350Z - blue
Z34	Stock	Harry Wells # 2011 370Z Nismo - white	Lee Wright 2012 370Z - black cherry
	Modified	Jason Gale # 2009 370Z - silver	Luciano Maranzano 2010 370Z - grey
Other Nissan	Stock	Matthew Barrada 1997 240SX - white	Jessie Burton 1995 Skyline GTR - silver
	Modified	Marco Bribolchi # 1992 240SX - black	Glenn Walker 1971 510 - orange
Infiniti	All Models	Alvin Sharma 2009 G37 - black	Will Gibson 2014 Q50 - white
	Award of Distinction	Jason Okolsian 1995 300ZX - white	

# same winner in 2013



# RIDING SHOT GUN AT WATKINS GLEN!



## Rajinda Gunasena

ZEDLINE EDITOR - 1990 300ZX Non-Turbo (CREATV)

It's ironic that one of the most memorable events I participated this year happened to be one I didn't get to drive my Z. For the past few years I'd heard a lot of good things about the annual trip to Rochester NY. I wanted to be part of it this year, but the issues with the rear-end of my Z, worried me driving it that long distance. But since Kisa was out of town, and Lou was going alone, I jumped at the chance to go shot gun with my good friend and fellow Z32 owner.

The convoy started Friday afternoon with me hooking up with Lou, Mauricio & Shima at a west-end burger joint. After a quick bite we headed off to the first stop. The Duty Free to buy some booze! Lou did all the driving and left me in charge of song selections on his great sound system. We checked into the Hotel in Rochester by late evening, and met up with the rest of the gang from OZC. Some had arrived earlier and more were expected to arrive Saturday evening and Sunday morning.

We had a meet & greet that night at the Hotel with dinner, that was made out of left overs, interestingly called "garbage plates". After the dinner Mauricio and Shima decided to check out the local mall for shopping, with Lou, myself tagging along. However Lou had other plans, like catching a movie. Apparently it's a ritual of his, to check out theatres in every city he travels to. Strange as it sounded, the movie buff in me loved the idea and we ended up watching Transformers IV.

In the morning the two of us along with Roy found a Tim Hortons near by for some real Canadian breakfast. But due to a miscommunication, we missed Mauricio & Shima at breakfast.

Lunch at a Beer restaurant



Mike Noonan laying down the law



Getting briefed at Watkins Glen!

Unfortunately they also missed the morning briefing and the tour. There were about 30 cars and Mike Noonan was the lead who did a fantastic job of not losing a single car, through the beautiful country side roads leading to Watkins Glen. It took us a good couple of hours and the roads were simply amazing.

By the time we got to the track Mauricio was already there, having taken a direct route via the highway. As expected everyone was giddy with excitement, lined up for the chance to race on this famous track. Will Hayward was busy setting up his GoPro, while I saw one guy (from US) actually inflate the tire of his 240Z, with an old bicycle foot pump. Nigel White was there too, in his Honda Accord coupe, not having his 240Z for the summer (more on this on his Prez write up in this issue). Lou on the other hand, had other pressing issues. His gas tank was running near empty, close to fumes. It would be funny & dangerous if he got stalled somewhere on the track!

Finally we got on the track, and Lou was ready to tear it up, only to find a slower car in front of him. His frustration was quite evident as I held the two cameras, listening to his groans. But he managed to get some gaps, so he could attack some corners, the way he wanted. We stopped at the front straight-away on the second lap to take some pics. By this time we got in front of the slower car and finally had one last blistering lap before heading out. Throughout the 3 laps all I could wish was I had brought my Z! Then I remembered what happened when I tracked it 15 years ago at Shannonville. Yup, blown engines are not fun!

We drove back to a nearby town where we had lunch at a restaurant specialized for BEER. I was amazed at the battered onion rings order I got. Each were the size of an actual doughnut! The drive back to the Hotel was equally exciting with great roads with beautiful scenery. We arrived to find more OZC guys checked into the Hotel.



That evening there were cocktails, and we were handed out "fake" detective badges, as part of the dinner show, which was a Murder Mystery. It was a first for me. We all had a good time watching a wine tasting lady get poisoned, the Police detective's attempt to solve it by interviewing some of the ZCCR members. It was a unique and clever way of introducing some of their members to us. Our table with Mauricio, Lou, Jason ended up winning special mugs, for picking the correct murderer. Next was an auction, which had some interesting items, from an old Datsun Gas Can to new Z posters commissioned by ZCCA. Mauricio, Dave Buttle and my self managed to snag one each with one combined bid. There was also a video show of Nissan racing heritage, which most of us skipped having seen it before.

Sunday morning we woke up to some showers. But the forecast was to clear up by noon, when the show would start. Howie, Roy and few other OZC guys joined us for breakfast at Denny's. By the time we reached the show, the rain had stopped and the skies were bright and sunny. We had a good time at the show, checking out cars



and some of our guys winning in their categories. Jason, Mauricio, Bob Chwalyk & Bob Burnham along with Brian Gracie who'd driven that morning from Canada, won in their categories. We also won a trophy for the highest participation by a club, which was an additional honour!

We left Rochester early afternoon, hoping to cross the border before the traffic got worse. After a quick stop in Buffalo to

meet one of Lou's Aunts and a bite, I finally got to drive. At the border we only got held up for about 45 minutes, which wasn't bad considering it was also a long weekend.

But the real downer was after we crossed the border on to QEW, where we were stuck for the next ONE to TWO HOURS in stalled or crawling traffic. It was all thanks to badly organized road paving projects, where else... in good old Ontario! Nice welcome Canada!

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Club Member



# 2 CAR CONVOY TO ZCON 2014-SAN DIEGO



Compiled from the daily entries on the OZC Forum by **Eric Zondervan**

**07-30-2014** Met JP in Toronto at 7:00 AM. We got all our luggage packed into the 240 and on the road by 7:20. Made it to Kitchener by 8:30 to meet Peter. **We drove hard all day and made Sioux City, Iowa.**

**07-31-2014** We put in another long day and got to the outskirts of Denver to find the economy booming and all inexpensive rooms booked. Finally found a double at a Ramada right in Denver. That worked out so well we stayed two nights.

Actually, we stayed two nights because I found a leak in my A/C pump which we wanted to have fixed. The shop we went to Friday morning got me right in and pressure tested it. He advised me to put a can of sealer in it, which he was not allowed to do. He charged me for 1/2 hour labour and off we went to an Auto Zone for the sealer. We

put it in the parking lot and headed off to climb Pike's Peak. Pike's Peak was closed for a snow storm but we waited for it to clear and went right to the top.

**08-02-2014** We went North from Denver to drive the Trail Ridge Road, then on to Goose-neck National Park. Next we drove to the top of the **Moki Dugway**. After the Moki Dugway, we got as far as **Flagstaff, Arizona** where we picked a motel on Route 66 and had a traditional burger.

**08-04-2014** We got off **Interstate 40** and drove historical route 66 for about 100 miles. On our way to **Las Vegas** we checked out the **Hoover Dam**. Tonight we are in Las Vegas, having a few beers, waiting for it to get dark so we can walk the strip and see the lights.

**08-09-2014** We've been too busy having fun to post much. San Diego is one amazing place. Aside from the car show, a pub night where dogs were welcome and in good supply, a rally all around the city with JP navigating, many encounters with super friendly people, today was special. Since JP and I did the city rally Wednesday, I showed Peter the town Thursday. Today I rode with Peter on a country cruise involving some outrageous mountain roads. Peter's driving was outstanding. Of course it made me car sick. We grabbed a quick beer in the room, then off to tour the Nissan center From the design center went downtown where they hold 1/8 mile drag races in a big parking lot.



**08-10-2014** JP woke up with severe abdominal pains. We are at an urgent cedar clinic packed and ready for the road. We made it as far as Barstow before JP couldn't stand the pain anymore. Dropped him at the hospital then spent the afternoon at a route 66 museum and a RR museum. Now we are at Denny's chilling in the A/C and using the free WiFi while we wait for the diagnosis.

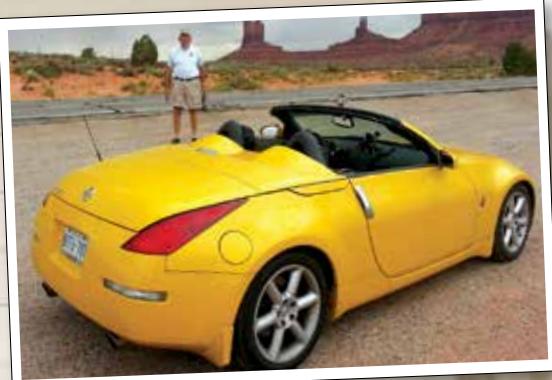
We got JP from the hospital at 5:30 PM. Now we will hit the highway for 5 hours to **St George, Utah**. Tomorrow morning it's the Grand Canyon then 3 days of serious driving. The car doesn't like 42 degrees in stop and go. The A/C adds enough heat to cause vapour lock. Doing great at 75MPH though. Nice and cool in here. Quiet too.

**08-11-2014** Just checked in to our room in St George, Utah. JP survived the final 5 hours very well. We drove in 4 states today. California, Nevada, Arizona and Utah. The GPS took us off Interstate 15 by mistake so we had an unplanned tour of the bright lights in Vegas.

**08-12-2014** Big day Monday. Crossed all of Utah with a long dip down into Arizona to visit the Grand Canyon.



The route we meant to take was closed so we had to take a long detour. There was construction on that route too. We sat for 1/2 hour on smoking hot fresh pavement. So hot the car quit. Took a fuel line off and everything was hot and dry. saw gasoline boiling in the fuel filter. Had melted ice in the cooler I poured over all the fuel lines and finally got her going. Time for a shroud and electric fan if I want to drive through the Mojave desert again. JP survived 14 hours in the 240. still in pain but improved.



Today was a short day. About 10 hours and less than 600 miles. We conquered Colorado, leaving the beauty of Utah and Western Colorado behind. From now on it's pretty boring. We are in Ogallala, NB tonight. The car struggled a bit with the mountains through Colorado. Drove for about 10 minutes at wide open throttle in third. The air at 10,000 feet doesn't make much power.

At one point going down a long grade we choked on brake smoke from a transport which must have missed his downshift and burned the brakes for a couple of miles. Early to bed so we can put in 7-800 miles tomorrow.

**08-13-2014** We loaded a cooler with groceries. Between that and a big breakfast there is no time wasted on the road. Peter got longest drive trophy because JP and I shared some driving.

**08-14-2014** Peter did all of his own driving. When he broke off by himself, he covered even greater distances than we did. He covered 784 miles one day.



The routine was one would gas up while the other went to the wash room and prepared lunch. We got home last night, having driven 10,200 km. On one tank yesterday we hit 30 mpg US (7.84L/100km). Speed down to 70 mph and no A/C. That's as good as my Kia with 2L direct injection.

JP hadn't eaten much in the past five days due to pain and medications. I was a bit gaunt from driving and snacking on road food too, so we stopped at Originals on Bayview where JP bought a nice dinner to thank me for doing all the driving on the way home. By pushing ourselves we had a day to rest up before the pig roast and more touring. I'd do the whole trip again without hesitation. probably take an extra week for more sightseeing next time.

Dear Members,

## 2016 ZCCA Convention – Toronto, ON

As some of you may or may not know, OZC is putting together a bid to host the 2016 ZCCA Convention (ZCON) here in Toronto. We were approached by ZCCA concerning our willingness to host a ZCON in Toronto and have their support if we proceed. We are currently looking for key people to take a leadership role on the various sub-committees if our bid to host ZCON is successful.

Currently we have a number of people who have already expressed an interest in leading some of the sub-committees. We still need people to fill some of the gaps and also a long list of people who want to volunteer their time and efforts to help OZC host ZCON in 2016.

As of now, we have the following people who have already committed to the teams required on the 2016 ZCON committee.

**Chairman:** Mauricio Gomez  
**Backup Chair:** Rajinda Gunasena  
**Hotel Liaison:** Karen Gracie & Sue Radoja  
**Treasurer:** Howie Yoshida  
**Marketing:** Jason Okolisan & Will Hayward  
**Registration:** Roy Watts

**Creative Design/Website:** Rajinda Gunasena  
**Master of Ceremony:** Nigel White  
**Awards & Trophies:** Bob Chwalyk  
**Merchandizing:** Terry Weston  
**Events & Tours:** Lou Pereira & Erle Strauss

We still need people to take a leadership role in these areas below:

- Sponsorship • Car Show • Motorsports (track event and auto slalom)
- Legal Advisor • Photography & Video

If any members are interested in any of these key roles, please contact me at Mauricio@ontariozcar.com. In addition, we will still need many volunteers to lend a helping hand. Please send me your name if you are interested in being a volunteer



**Mauricio Gomez**  
Vice President

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# ST. JACOB'S TOUR

Saturday July 12, 2014



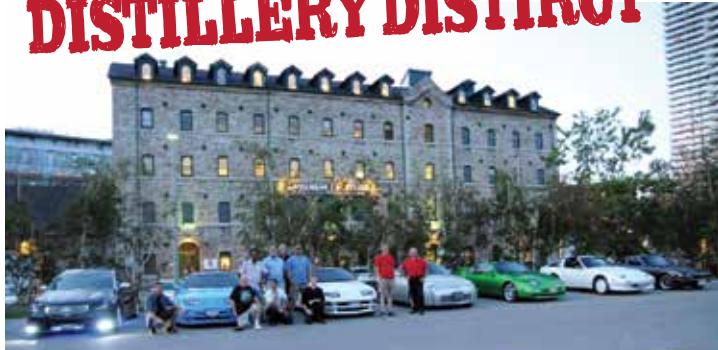
Grace and I both enjoyed the St. Jacobs tour. We joined the group in Acton and travelled some roads that I had never been on before. The drive along the river and through the Covered Bridge were highlights of the tour. Neither Grace or I knew that there were any covered bridges in Ontario. We met some interesting people on the tour, and we were both eagerly anticipating the Kawartha Tour.

*Terry (& Grace)*



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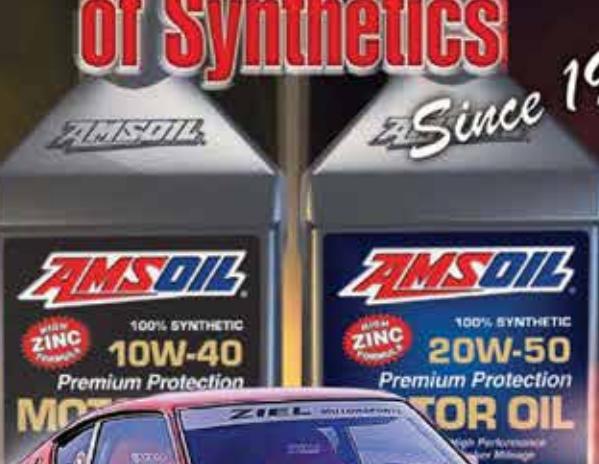


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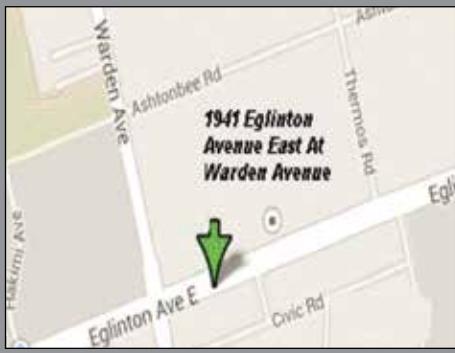
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