

2009 ISSUE #5 SEPTEMBER/OCTOBER

Bi - Monthly Publication



ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993



This issue: Z-Con San Antonio Convention Report

Happy 100th Birthday Mr. K!



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Prez Sez ...



We are quickly running out of 2009. Looking back it is fair to say that despite some pretty dodgy weather, we were able to get most of our events off successfully. Thanks to everyone who either organized our created events. Believe me, your efforts do not go unappreciated! I especially want to extend a big thank you to Eric Zondervan and his wife Jane for hosting the Bala Tour on the weekend of July 25th -26th. Eric once again made their beautiful cottage the base of operations for the tour. It was a great event despite the best efforts of vehicular misfortune and weather to scuttle it. A fatal accident on the 400 seriously impacted both North and Southbound traffic and the heavy rains turned a road tour into a submersible event.

If anyone has any ideas for 2010 please pick a date and get that information to Brian Gracie our events Director. The sooner we know about what you are planning, the sooner we can publicize it. Events don't have to be complicated affairs. Whatever you throw together is bound to appeal to somebody, so organize something then step back and see what happens. After all, nothing ventured, nothing gained.

By the time you read this, you might have noticed that we have launched our new website! Many thanks must go to member Zak Irvine who applied his considerable web skills into designing the site. Any random acts of kindness towards ZaK would be most welcomed as he provided the club with a service, which under normal circumstances, would have carried a heavy financial burden. The new site has a more dramatic look than our past offering, can contain far more information and should be much easier to maintain and operate. Everything will be housed in our site with no need to go to remote locations like Motortopia for forums and classifieds. With this new site, members will be able to update their own personal profiles with pictures and information. Please register with a username and start talking.

Here's a question: What do you do if it's late September and you've hardly driven the car all year because the differential was in and out of it on a regular basis? You drive to a Z Convention in San Antonio, Texas! The car, a much modified 71 240Z, rewarded my faith in it by not letting me down. It got me to Texas and back with no nasty surprises on a 3000 mile round trip. Actually, it was considerate enough to have a 2" piece of fuel line rupture in the convention hotel parking lot rather than when I was on the road. Many questioned the wisdom of taking a 38 year old vehicle on such a long journey, but I would reply that there wasn't much 1971 left in this vehicle. It's mostly new, replaced or rebuilt. The Nigel White installed Audiovox cruise control unit truly lessened the physical toll you suffer from having your right leg welded to the accelerator pedal for hours on end. Fortunately for me, at least from an endurance point of view, the combination of a relatively small fuel tank and triple Weber carburetion allows me a maximum driving time of roughly 3 hours. And that's only if I go all the way down to Empty. A small Canadian contingent went to Texas this year. myself, Eric Zondervan and Enrique Preza, both in Eric's 240Z, were it on the way down. Enrique acted as the navigator plotting a route with projected destination points for layovers as well as using his GPS to look for nearby gas stations, hotels and rest areas. Enrique's navigational skills were very much appreciated. Every long distance Z expedition should be so fortunate as to have their own designated navigator. Enrique also performed co-pilot duties allowing Eric to take some time off from behind the wheel. Brian and Karen Gracie also went to San Antonio with their 280Z in tow but left earlier so they could do a bit more exploration on the way down. Z-Fest sponsors, AMS went down as well and fellow Canadian John Schrauwen, who does beta testing for them, in his Right Hand Drive 300ZX, accompanied Eric, Enrique and I on the return trip back home. BTW both Eric Zondervan and Brian Gracie won their classes in the car show and brought home trophies!

It was a great trip. My hot weather concerns were somewhat unfounded as we had a great stay with surprisingly, except for the 95 degree heat we encountered on our drive into Texas and on the following day, comfortable weather. The people were friendly and very hospitable. All in all it was well worth the drive down. Next year's convention is in Nashville, Tennessee. At half the distance (approx 750 miles), it is something our members should seriously consider attending. Registration opens Jan 1, 2010 on the Internet. A good solid day on the road will get you there. Actually while we took 3 days to get down to Texas, we made it back to Canada in two. So for anyone who has any doubts about doing this, I am here to say that it is more than possible.

Every Z owner owes it to themselves to go to at least one of these great celebrations. More than just cars, these conventions are an opportunity to meet some great people and share wonderful experiences with them. Eric Zondervan has something to say about his convention experience and I'll let him provide everyone with a more detailed account of the trip in this issue of Zedline.

JP Matte, President

Ontario Z-Car Owners Association

WELCOME NEW MEMBERS!

On behalf of the Ontario Z-Car Club, we are pleased to say

WELCOME to the following new members:

Thomas Braidwood

Ryan Jeffrey

Casey Heemskerck

We extend a cordial invitation to you to participate in club events, meetings and the newsletter.

Edward Burkhart, Membership Director



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From The Driver's Seat

This Zedline is a bit late reaching out to you due to a very enjoyable vacation my wife and I took to Florida. It was a laid back 3 day drive down, a week spent golfing and another 3 days back so Zedline was waiting until my return. Had to take the CRV not the Zed as says the wife, "It's too small, too bumpy, too hot, no AC, too noisy." Says I, "Right but it would have been a lot faster."

With lots of contributions over the past months, there are features on nine different events. Thanks for the contributions! You've been reading my signature.

Kudos to Zak Irvine for re-designing our website and bringing our forums back into the fold. He did a great job and it was at no cost to the club. Please visit the website, register for the forums and start posting your projects, pictures or converse on the many topics you'll find there.

Elections for 2010 took place and the make up of the new Executive Committee is noted inside this issue on page 11. One big change is the retirement of Edward Burkhart as the membership director. He will be sorely missed. Please extend a big thank you to Edward when you next see him to let him know his past efforts over the years have been appreciated. Thanks too go out to Bob Chawalyk for filling the void.

Howie Yoshida, Zedline Editor

Always asking, Always looking, Send me your stuff!

Contact me at 905-625-6621 or by e-mail at howieyoshida@rogers.com



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Inside this issue, we thank the following contributors

Peter Paumier, Malcolm Haylock, JP Matte, Jim Maw, Steve Novak, Scott Taras
Wes Hore, Jason Okolisan, Eric Zondervan, Enrique Preza, Howie Yoshida,

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Z-CON 2009, Sept 28- Oct 2, SAN ANTONIO, TEXAS

by Eric Zondervan, Enrique Preza & JP Matte

Friday, September 25: We got off to an inauspicious start by Eric getting lost on his way to Enrique's and Enrique being delayed by a conference call meeting. We finally hit the 401 at Mississauga road at 2:00 pm and promptly set the GPS max speed memory at 89 MPH. We had an easy drive to the border at Sarnia where a young Customs officer asked a lot of silly questions but were through in less than 20 minutes. JP led as his new cruise control kit was working, unlike Eric's. When night fell, we discovered Eric had no rear lights. At the next gas stop we checked all the obvious suspects, but couldn't find the cause. We noticed that the tail lights glowed dimly if the 4 ways were on. We decided to press on with JP following. As we drove Eric considered the symptoms and decided it had to be something to do with a bad ground.

We made Anderson, Indiana by 10:00 pm where we paid double the posted rate for the last two pretty basic rooms. Every hotel in the area was filled up with a huge convention of 1950's American cars and pickups. We had a nice meal at Chilli's and picked up a case of beer. With all the luggage out of the car and a few beers in his belly, Eric quickly confirmed that indeed it was a bad ground. We had packed the luggage so tightly it had pulled on the wiring harness and unplugged the ground connector. With that fixed and the aforementioned food and beer doing what they were meant to, we slept wonderfully, until the pre dawn roar of many big V-8's woke us.

Saturday: By afternoon we crossed the Mississippi, according to the GPS, we were almost exactly half way there. We pushed hard to try to reach the Texas border before dark, but the amount of road kill and seeing deer on both sides of the highway at once held us back a bit. We made Mount Pleasant, Texas in good time, where we stayed at an excellent La Quinta hotel. The driveway was a seething mass of giant black crickets, and the fronts of the cars were quite a mess. Dinner at Las Dos Senoritas was an interesting experience. We had arrived in a dry county so we had to show ID and join a private club in order to be served a beer.

Sunday morning we awoke to 75F and high humidity, Eric loved it. We took a small secondary road to bypass the hustle and bustle of Dallas. The speed limit was 70 MPH even on that road and at that we had cars pull onto the shoulder for us so we could maintain our 80 MPH. Enrique was getting tired of looking at that 89 MPH max on the GPS so Eric bumped it up to 91.1 on this road. The drive got hotter and hotter as we crossed Texas. By the time we were passing through Austin we had the windows down and were quite deaf from wind noise, but not so deaf as for Eric

not to hear a lot of banging under his car and some tinkling of metal parts in the gutter. This at 75 MPH. The car still drove OK and the gauges stayed normal so we pressed on. Our next stop was in San Antonio where we lost J P and stopped for directions. As we backed out of the parking spot there was a sickening crunch, which turned out to be the front tire rolling the apron under the bumper up. Now we had to always park so we wouldn't have to back and turn at the same time.

We pulled into the Hilton about 5:00 pm, thinking that we are really hot and tired, we'll check in, eat and go to bed early. Not so. The local club had two Z32's full of beer and ice, another loaded with pizza. The party started in the parking lot, with about 40 Z's there already. We spent the evening meeting lots of great people. Eric scored an invitation to bring his car to one of the organizers, Ron's, Monday morning to use his garage with hoist to clean the car. Eric met another interesting guy, Trey, who came with a restored 1948 GMC one ton truck he salvaged from his grandfather's ranch. Trey described his house, which has an at-



San Antonio River Walk

tached garage big enough for 6 Z cars plus 1000 sq ft of parts storage. More about that later. By 1:00 am it was getting pretty quiet in the parking lot, but there was a mini party going on in room 535, Enrique checked it out. It was a bunch of guys with lap tops uploading photos and after another beer, Enrique called it a



night. After a long hot day of travel JP and Patricia retired to their room for the evening.

Monday morning Ron escorted Eric to his garage and left him



Trey's garage, what a set up



Class Winners, Brian Gracie & Eric Zondervan

there with the opener so he could come and go. Eric spent the whole day there cleaning every surface on that car. It was here he discovered that the bushing, washer and nut were missing from one of the TC rods. No wonder the front wheel was crunching into the bodywork.

Enrique spent the day walking around and shopping for his girls. JP spent the day cleaning his Z in the 95 degree heat. We had a quiet evening at the hotel, trying to track down Trey to see if he had the parts Eric needed in his 1000 sq. ft. storage area.

Tuesday: The Car Show. This was the first time Eric had entered a judged show so he and Enrique stopped at Home Depot on the way and bought some mirrors to go under the car and some little brushes to clean all the nooks and crannies. The car show had surprisingly few entrants, not as many as we had at our Z-Fest, but a lot of nice ones and lots of other activities. Steve Millen and his GTR were there, fresh from winning Targa Newfoundland. There was a dyno trailer set up where a 240 with a Skyline engine turned 661 HP at the rear wheels. A few vendors, including the AMS guys from Mississauga and of course the show girls, who graciously allowed photos with the cars. JP loitered about the car show area, lunched with Eric, Karen and Brian and came within a few digits of winning some cool draw prizes. While at the car show, Eric got a call from Trey, inviting him over to his house to see if we could find the parts needed. This meant a lot to Eric as he was going to the track day on Thursday.

Wednesday we took a shuttle bus to downtown San Antonio where we took in the River Walk, the Alamo, and a canal boat tour, all very beautiful and interesting. We checked out the "Mercado" where Enrique bought his halloween costume, a Rey Misterio mascara (Mexican Wrestling Mask). We also stopped in to have a dozen raw oysters with a couple of beers.



That evening Enrique and Eric drove over to Trey's and sure enough, he had several Z cars, the GMC truck and thousands of Z parts in his house. Eric counted 7 perfect dashes, even a right hand drive, 5 doors, several engines and transmissions, including a transmission from a 350 Trey was trying to modify to fit a 240 and a racing Mustang Tremec which he pretty well had ready, including a throwout bearing sleeve he milled from a billet of stainless steel. He is using the Mustang clutch disc on which he replaced the friction material with Kevlar. Needless to say, he had what Eric needed, as well as bins and bins of new Nissan parts, so we got a new clip for one of the window cranks as well. We had so much fun talking cars, drinking beer and watching old Datsun racing videos, we didn't get to bed until 1:30 am, knowing we had to be up at 5:00 am for the track event.

Thursday: Track Day. Now that was a blast. Eric zeroed the trip meter and put on 80 km on the track. The car performed flawlessly. All the cleaning he did for the show literally went up in smoke, shredded rubber and brake dust. The rear brakes got so hot the centre caps of the Konig wheels melted and fell out. A two hour drive back to the hotel, a quick swim and a nap then it was back over to Trey's for a family barbecue of bacon wrapped shrimp and T-bones done over mesquite wood.

Friday: As though the prospect of driving almost 3000 km on the weekend wasn't enough, Eric and Enrique went on a 350 mile tour of the Texas Hill Country. Well worth it. It was professionally organized by Ron, with about 40 cars participating. We were in a "touring" group where our top speed on back country roads never exceeded 145 KPH. The "spirited" group hit 120 MPH and became airborne on some of the hills. Again, the locals were great at pulling off to the side and letting us fly past. The scenery and driving were totally unexpected, somewhat similar to Southern Spain. Lots of howling tires and many gear changes. A real bonus on this outing was to visit the Lone Star Motorcycle Museum <http://lonestarmotorcyclemuseum.com/> We meant to stop in for 15 minutes but spent the whole afternoon there. Friday night was the closing banquet where Eric got the surprise of his life, winning best in class (240Z Daily Driver). Brian Gracie won best in his class as well. For all the results go to <http://zcon09.com/>

Saturday: At breakfast we met John Schrauwen, from Belleville, so we invited him to join us for the drive back with his RHD Z32. We had hoped to cross the Mississippi river that day (900+miles) but a couple of wrong turns resulted in us staying in Texarkana (Texas, Arkansas, Oklahoma all meet here), one town past Mount Pleasant, where we spent our last night on the way down.

Sunday: Today we had to cover what we had done in 1-1/2 days on the way down, and we did it! Everyone was home Sunday night. The GPS was showing an overall average speed of over 70 MPH, and a new max of 102. Eric's 240 managed 27.5 miles to the American gallon for the whole trip, including almost a whole tank to do the 80 km on the track. The whole experience was fantastic and we are all looking forward to driving to Nashville for Z Con 2010. <http://www.zcon2010.com/>



Car Show (left) & Track Day (above)

FALL WRAP UP DRAG 'N SHINE EVENT #2

by Jim Maw

Our final Drag 'N Shine event went ahead on September 19th under fair skies with warm temperatures exactly as we ordered it. We hosted a great turnout of competitors, many who also competed at our previous outing in July. As you can tell by checking the result tables, attending both events enhances your chances of leaving the track site with some additional hardware.

Some of the standout performances included Steve Novaks 370Z N.A. which turned a 12.80 second E.T. which he said established a new benchmark for stock 370Z quarter mile times continent wide.

Nigel White persevered with his 2.8 litre turbo charged 240Z and garnered a decisive win in the 240-260-280Z pressurized class.

The 350Z class all went missing in this event leaving Fil Pereira and Mark Kaskie to collect the trophies with points won in the July event.

Steve Ramsumar returned to the uncontested Nissan non-Z pressurized Class and blasted off more 12 second passes to score a perfect 9 points total for the hardware.

The Scarletts were back with their Z31 and Z32, both N.A. cars. Brian won with 9 points in the Z31 N.A. and Eric won with 9 points in the Z32 N.A. Class.

Manolo brought his red Webber carbureted 240Z to both events and ran without nitrous to score 9 points in total for a win in the 240-260-280Z N.A. Class.

The 280ZX pressurized class went uncontested while Tina and Kevin Hague cruised to a perfect 9 points in the 280Z N.A. Class.

And last but not least Mark Attridge produced very quick times at both events and scored 9 points total to sweep the 300ZX-Z32 pressurized Class.

Our post awards dinner was held on the patio at East Side Mario's in St. Thomas with most of our competitors in attendance. Congratulations to all who attended both Drag 'N Shine dates. Many thanks to all the members and friends who came out to compete in the Show 'N Shine portion of the events, your support is much appreciated.

The show portion of these events is just as satisfying as the go portion. Looking forward to seeing y'all in the Spring.



Member	Class/Car	Low E.T.	Event #1 Points	Event #2 Points	Total Points
Werner Stoss	240-260-280Z N.A.	16.10	3	4	7
Manolo Deleon	240-260-280Z N.A.	14.35	4	5	9
Andy Boodoo	240-260-280Z Pressurized	12.48	4	nil	4
Nigel White	240-260-280Z Pressurized	13.40	3	5	8
Tina & Kevin Hague	280ZX N.A.	16.60	4	5	9
Nil	280ZX Pressur- ized				
Eric Scarlett	300ZX Z31 N.A.	16.75	4	5	9
Nil	300ZX Z31 Pres- surized				
Brian Scarlett	300ZX Z32 N.A.	16.05	4	5	9
Mark Attridge	300ZX Z32 Pres- surized	13.69	4	5	
Joe Mesic	350Z N.A.	14.16	Non member		
Fil Pereira	350Z N.A.	14.06	4	nil	4
Ali Dost Mohammed	350Z N.A.	14.40	3	nil	3
Dave Kaskie	350 Z Pressur- ized	12.69	4	nil	4
Steve Novak	370Z N.A.	13.20	4	5	9
Nil	370Z Pressur- ized				
Steve Ramsumar 92 Sentra SR20det	Nissan/Datsun NonZ Pressur- ized	12.54	4	5	9
Tyler Andrew 91 Pulsar SR20det	Nissan/Datsun NonZ Pressur- ized	14.30	Non member		
Adam Kube 94 Sentra SR20det	Nissan/Datsun NonZ Pressurized	14.70	Non member		
Nil	Nissan/Datsun NonZ N.A.				
Edward Burkhart 55 Pontiac	Non Nissan/ Datsun	17.45	4	nil	4
Joe Andrade 06 Pontiac Sol	Non Nissan/ Datsun	15.56	Non member		
Bracket Race Eliminator Finals					
Car	Owner	Event #1 Points	Event #2 Points	Total	
280ZX	Kevin Hague	4	nil	4	
240Z	Nigel White	3	4	7	
280Z	Werner Stoss	2	nil	2	
300ZX	Eric Scarlett	nil	5	5	

ROAD TOURS, ROAD TOURS, LOTS OF THEM!

Tour of the North #3, July 25

by Jason Okolisan

Despite all the rain, my wife Joanna and I had a great time on Eric's cottage tour. The day started with our small group meeting at the first service centre on the 400 and right from the start we were faced with the challenge of planning an alternate route to the cottage as the main highway to get there was blocked with a collision. It took us an extra hour to get to Eric's cottage because of heavy traffic as a result of the accident but at least that made the break in driving feel that much more relaxing.

Eric and his wife Jane prepared lunch for us and the group took some time to rejuvenate and socialize. Fortunately, Eric was able to adjust the clutch on Peter's 350X so that he could continue the tour with us!



The tour started with a visit to Big's Body Shop which was very impressive. Thanks to Dan for showing us around. Next stop was the Trent Severn, sight of North America's only boat moving rail way... a fascinating set up. As we departed Trent travelling up Big Shute Road, the rain started coming down hard which made for challenging driving. None the less, we had a good run down the famous Southwood Road and I now understand why it's so popular amongst driving enthusiasts. I'd love to drive Southwood again on a nice dry day so I can better test the limit's of my Zed's cornering ability.

From there we returned to the cottage for a pot luck dinner and evening of camaraderie. I'd like to thank Eric and Jane for being such wonderful hosts and making us all feel so welcome. I also want to commend our dedicated tour planners, Erle and Wes for their efforts in organizing these fun

outings for our driving pleasure! The season is still young so there's a lot more to look forward to!

and by Peter Paumier

Even with the slightly inclement weather it was a good drive, apart from the stop and go in the detoured traffic around the accident on the 400. We arrived at Eric's cottage more than an hour late. Thanks to Eric and Jane for the lunch and hospitality.



Also thanks to Eric for at least temporarily fixing my clutch problem. I drove the car without using the clutch for the last few miles to his cottage. The pedal was way down to the floor and I had difficulty engaging gears. Eric pulled hard on the pedal and up it came again... I never thought of doing that!

The Marine Railway was most interesting, it was quite busy too, with boats lining up on both lakes for the transfer. The workshop where Eric had body work done on his car was interesting too. Dan the owner, obviously is a class act.



Southwood Road would certainly have been a faster drive on a dry surface, but it was good fun none the less.

Thanks to Wes and Erle for the routing, well done. I am looking forward to the North Tour in October

Swiss Inn Tour #4, Calabogie Sept. 20

by Wes Hore

Just wanted to let you all know I had a great time and was very surprised by the turnout. 8 cars and 700+kms later. Recovering from a cold I didn't feel up to leading. This gave me a chance to see many driving styles and what it was



NO SHORTAGE OF DRIVING EVENTS HERE!

like to tail the rear of the pack. First off the view is way better. I see all of your butts and can see who is burning what -rubber, oil, or both, hahaa Mr Taras your tires are the sh*t. At times I really had to step on it to close the gap but no problem as that's one of the benefits of owning a Z. One thing that I learned is it is hard to keep such a large group of cars together. You get people merging in between us.

Some who drive stay at 60 km/hr in an 80 uphill zone creating voids for other cars to intrude etc... this only causes extra stress for us and in chain reaction encourages us to pass and regain formation. However, It wasn't a problem



and kept the drive entertaining along those straight-a-ways. Don't get me wrong here we all kept this trip very legal. Thanks to everyone especially the leaders for setting the pace appropriately. As the day went on the roads got curvier, and the smiles seen in the rear views ahead grew.

Parts of these roads felt like a well orchestrated symphony and the music kept getting louder. Try to visualize the conductors hands flying around up and down some to the left then way down low and back up high, understand what I'm talking about? Music to my ears and with the t-tops down it was like an amphitheatre. OK maybe I've exaggerated just a little or maybe it was the medication but either way I was in my happy zone humming along like Stallone in DRIVING. You get the picture. Thanks for the memories.

by Eric Zondervan

Yes, it was a great day. I added to our excitement by trying to do the whole day on one tank of gas. By the time we got to Peterborough I was getting pretty nervous. On the way



into East Side Mario's we all talked about filling up at .86 or less. By the time we left, of course we all forgot. Half way to the 401 the gauge had gone right out of sight past the empty and the trip meter was showing 700 km since the last fill. We did

make it to the Esso just past the Hwy 35 cut off, where I was only able to squeeze in 52 L. Darn, should have tried for Toronto. I'm thinking San Antonio should only take 3 fill ups.

by Peter Paumier

Super day, I only had to retrieve my clutch pedal once from the floor... in the heavy traffic on the 401. My trip odometer read 998 km. I should have taken a drive round the sub-division for the extra 2 km.



Great roads, loads of curves and undulating surfaces kept us busily entertained. I have been able to

remove most of the marks resulting from my encounter with a traffic cone. I am looking forward to the October 18th drive. I have the feeling it will be a good day out... again.

Thanks to Wes and Erle for the leading, and planning of the drive.

by Scott Taras

Lucia and myself really enjoyed the day, and a full day it was. 700 km in an S30 with no power anything and no air can make for a tiring day. Don't get me wrong, the S30 is comfortable enough, and some extra horses under the hood can certainly improve your spirit. The countryside was varied and scenic, it interesting to see parts of Ontario I have never seen before with little worry of getting lost. The hydro dam was an interesting surprise to see in the middle of nowhere, so were the 2 different Z's sitting in people's yards as we all went by. I was tempted to stop and have a look. One Z31 and one S30!

It was great to see such a varied array of Z's in action. 2 S30's, 4 Z32's and 2 Z33's! We got lots of thumbs up where ever we went. Everyone enjoyed themselves, and we all had chances to share and laugh about our driving experiences at our pit stops and at lunch. I recommend these cruises to any of our members, the Fall ones are particularly pretty. Oh and the back of the Zed train is the best!



100 year old man's greetings:

2009/09/15

*Happy at 100th birthday *百歳を迎えて 嬉し

I could come back 新たなる

To stand on the pole post P O L E P O S T に

Again for the another race 胸騒ぐ哉 ゆたか



Yutaka Katayama

Welcome to the 22nd Z Car Convention in San Antonio. My wife and I feel sorry that we could not come to meet with you this time as we used to do in the past. I would like to express my special thanks to the Z car club members, the Z car owners, the DATSUN and NISSAN Z car dealers, and to those who have supported and kept enthusiasm from the beginning, the time when the Z Car arrived to the port of LA in 1970, to this day. You have held the Annual Z car club Convention every year around the major cities of the USA 22 times.

I was born on September 15th, 1909 and I became 100 years old this year. I must thank my parents and my wife Masako who have helped me creating our home to this day. I also thank all my friends for helping me reach a new pole post in my life at one hundred years old.

I am also very thankful, as a DATSUN salesman, to millions of DATSUN supporters who have loved and enjoyed the DATSUN for over 70 years, in Japan and, especially in the USA, since I joined NISSAN in 1960. I am very grateful to all of them.

The Automotive technology reached its peak in the late 20th century with respect to safety, environment protection and fuel economy, and it is expanding into developing countries like China and India. In the industrialized nations, various new technologies have evolved such as the electric propulsion system and the robot technology to be fully developed the coming decades.

The most important of all, however, is the automobile culture which has been neglected for a long time and, without it, we will continue to struggle in long lines of traffic jam everyday and wasting valuable human life time in the car.

Advancement in robot technology may soon take away the fun of driving cars unless we work hard to create cars of future that will need our eyes and heart for driving them manually, at least to some extent.

Robot cars will be in an entirely different category of transportation from automobiles. Automobiles and Sports cars are quite a different creature in my philosophy. Sports cars have always been the leading edge of automotive technology development and their mission will never be replaced.

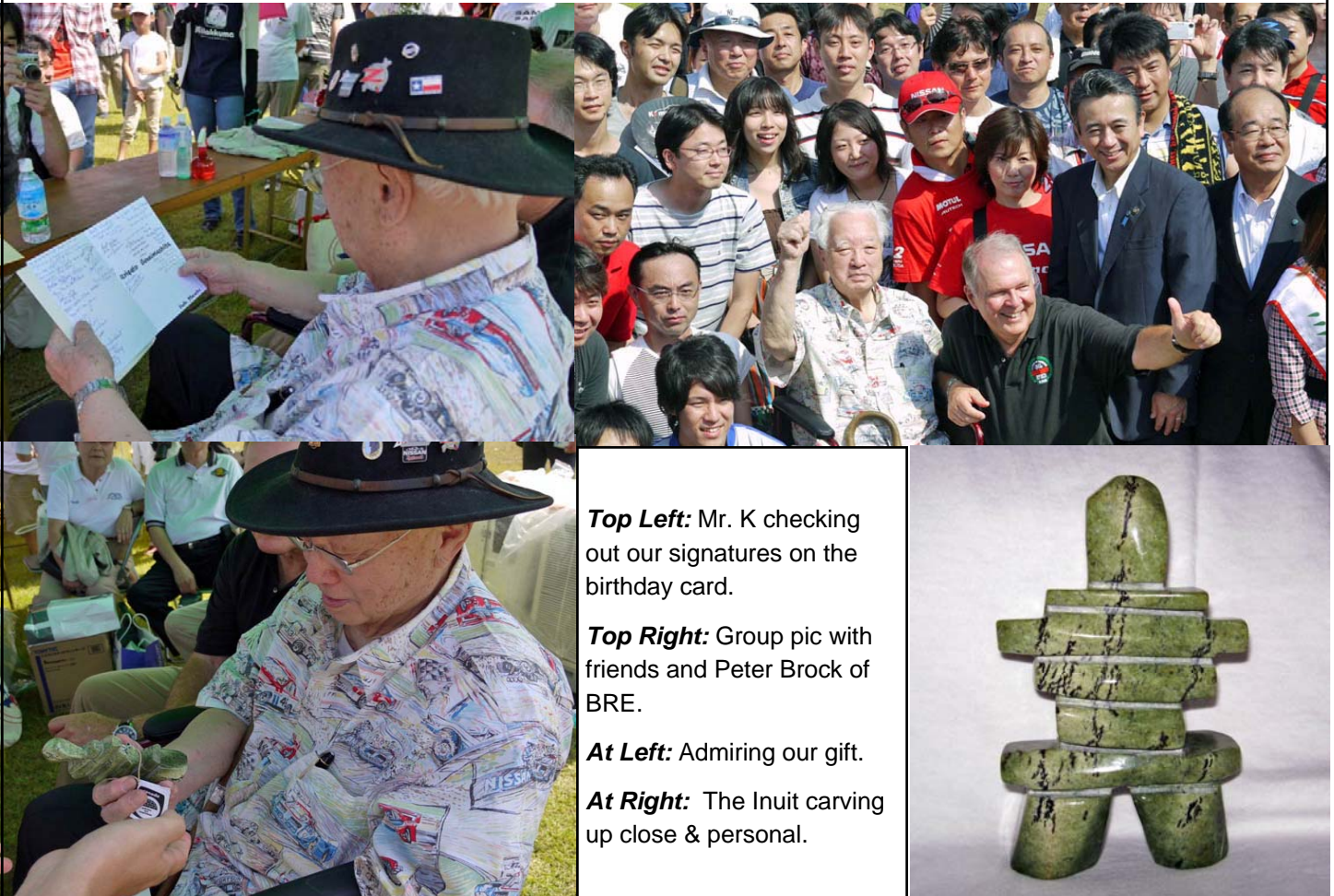
The DNA we have inherited from our ancestors firmly retains the fun and exhilaration of horseback riding expanding over five thousands years. Remember how much fun it was to drive back then? I am excited to think about the new Sports Cars 100 years later!

In the Automobile Hall of Fame I left my signature arranged with two characters meaning FUN to DRIVE in Japanese script. Driving sports cars is one of the great enjoyments in life. I thank you very much for your greetings.

Love Cars! Love People! Love Life!

IN CELEBRATION OF MR. K's 100th BIRTHDAY

With some additional donations from a collection we took up at Z-Fest in August, Ontario Z-Car purchased an Inuit statue for Mr. K's 100th birthday. We send very many thanks to Nathalie Quesnel of Nissan Canada who arranged for its transportation to Japan and to Erik Prenton of Nissan who personally presented our gift to Mr. K at his birthday celebration. Mr. K really appreciated the Inuit statue and sent his best wishes to everyone at Ontario Z-Car.



Top Left: Mr. K checking out our signatures on the birthday card.

Top Right: Group pic with friends and Peter Brock of BRE.

At Left: Admiring our gift.

At Right: The Inuit carving up close & personal.

ANNOUNCING YOUR 2010 ONTARIO Z-CAR EXECUTIVE COMMITTEE

Results of the November elections are as follows:

President: JP Matte

Eastern Vice-President: Bill Husar

Western Vice-President: (Cambridge) Laverne Burkhart; (London) vacant, filled on rotational basis

Treasurer: Gail Warren

Membership: Bob Chwalyk

Webmaster: Eric Zondervan

Newsletter Editor: Howie Yoshida

Merchandise: Terry Weston

Events: Brian Gracie

We all look forward to working with the membership in 2010 and having a great year with lots of driving events, tours, show 'n shines & Z-Fest!

OZC VISIT & TOUR OF LEGENDARY MOTORCAR COMPANY, HALTON HILLS

by Malcolm Haylock

Saturday October 24, 2009

Saturday dawned with a cloudy sky that looked like it could rain; therefore, several members did not drive their Z cars. All in all, about 23 members made the drive to LMC in Milton (Halton Hills), the event started at 10:30 a.m.



A view from above

The first hour or so was spent viewing the wide variety of vehicles on display in the LMC Lobby with some members visiting the Canadian Motorsports Museum on the 2nd floor. A lot of "Bench racing" was conducted along with consideration for "how we pay for the various cars we were looking at and dreaming of owning/driving!" There had to be in excess of \$15,000,000 dollars worth of cars on display (give or take several millions).

Our hosts for the morning at LMC were Bill DeBlois and Mark Zalewski. Shortly after 11:30 a.m., we gathered at the reception desk and Mark took us on a tour of the LMC Shops – a great interest to the OZC gearheads. The shops are divided into various areas such as Disassembly, Body and Prep area, Painting, Assembly, Fabrication, and Finishing Room. In the Fabrication room, they had 4 full-sized surface plates. One interesting car being constructed was a 70's era Dodge Charger using all current



technology, brakes, suspension, custom wheels and tires, current Chrysler Hemi Crate engine and transmission. This street/track/show car reportedly costing the owner in the area of \$750,000.00 – when finished it will be a real show and crowd stopper! The Dodge Charger is not complete but it will be displayed at SEMA in Las Vegas.

By 12:30 p.m. we were back in the lobby and many members went upstairs to visit the Canadian Motorsports Museum (soon to be moving to its own permanent home).



Touring the finishing room

By now many of us were getting hungry, so it was decided some of us would adjourn to Montana's and let others join us once they finished at LMC. Montana's is the site of our recent joint East/West meetings. Sixteen members joined us for lunch where we all filled our stomachs and reminisced about what we had just seen.

Thus concluded a fun way to spend a Saturday morning ogling cars, talking cars, and eating while still talking about cars! The weather turned out quite nice, by lunch time the sun came out and we had nice weather to drive home.





by Jason Okolisan

Sunday October 25, The Halton Prestige Tour #6

The Halton Prestige drive was a great little tour - 170 km round trip from my place so it made for a perfect afternoon drive. Plus, it was nice that we were able to pull it together on short notice and we even had a good turnout - 8 cars! This tour was a bit different than the others I've been on in that we spent a good part of the tour in residential/city areas. This made it challenging to keep everyone together but with planned meeting spots and walkie talkies, we managed to only get side tracked a few times which was commendable considering we had 8 cars.



Highlights for me were the prestigious views driving along Lakeshore, Snake Road and the view from the Hamilton Escarpment. We had ideal weather for cruising so I was happy that we squeezed in one last tour before winter hibernation. Also, I enjoyed having everyone back to my place for a social after the tour. I'm sure we'll do it again next season!



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☐ New Member ☐ Renewal - OZC Membership Number (if applicable) _____

First Name: _____ Last Name: _____

Address: _____ ☐ Address Unchanged

City: _____ Province: _____ Postal Code: _____

Home Tel: (____) _____ E-mail: _____

Birth Date: _____ Name, address, phone & email may be published in membership roster ☐

Z Year: _____ Model: _____ Colour: _____ Trans. (auto, 4sp/5sp..?): _____

Classification: ☐ Stock ☐ Modified ☐ Race

Interests: _____

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EVENTS!!! — 2009 OZC CALENDAR — EVENTS!!!!

****NOTE**** Please check the events calendar on the website (www.ontariozcar.com) for the latest schedule updates between each printing of Zedline!!!

December 2 - Eastern Chapter Meeting at Route 66

December 9 - Western Chapter Meeting at Alaskan Fish & Chips, London

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MONTHLY MEETING MINUTES — COME ON OUT & JOIN US

**Ontario Z-Car Joint East-West Meeting Minutes
at Montana's Roadhouse, Milton
Wednesday September 2, 2009 at 7:30 pm**

**OZC Executive Present: JP Matte President
Laverne Burkhart Western VP Kitchener
Eric Zondervan Webmaster
Edward Burkhart Membership
Brian Gracie Events
Gail Warren Treasurer
Terry Weston Merchandise
Howie Yoshida Newsletter**

The Autumn joint East-West meeting was held at Montana's Roadhouse Restaurant in Milton and was chaired by JP Matte, President. The weather was just great which resulted in a fantastic turn out of over 33 members and spouses & friends attending. A quick count found about 24 Zeds in the parking lot.

Dinner was leisurely enjoyed and we then convened a stand up meeting out in the parking lot.



1. Treasurer's Report

Gail provided a brief update on Z-Fest which basically broke even this year. We are on budget with costs under projected figures to date.

2. Website

JP introduced fellow member Zak Irvine who has been hard at work re-doing our website complete with our forums for the past month or so. Zak has been doing this on his own time and at no cost to OZC. His efforts were acknowledged and we hope to see the new website launched soon.

3. Zedline

Issue #4, for July/August featuring colour coverage of Z-Fest was ready. Howie distributed copies to those present. The remainder will be mailed out.

4. Z-Fest

JP made the award presentations that were not possible at Z-Fest. Tony Mather was present at the meeting and he received his plaque for winning the 280ZX Modified category. Plaques were also presented to Edward and Laverne Burkhart who tied for winning the 240Z modified category.

That ended the formalities and we spent the evening discussing recent projects and checking out the Zeds.

Minutes recorded by Howie Yoshida.



Z-Fest Winners: (Above) Tony Mather 280ZX Modified

(Below) Laverne & Edward Burkhart 240Z Modified



YOU CAN MEET US AT THE FOLLOWING LOCATIONS.....

Western meetings are held the second Wed of the month alternating between **Cambridge & London**.

Alaskan Fish & Chips & Chester Fried Chicken, LONDON

802 Exeter Rd. at 7:30 pm, 519-690-0909.

From the east—take the Exeter Rd and Wellington Rd exit. Stay to the right on Exeter Rd. Go through the light and Alaskan Fish & Chips is on your right (north side) BEFORE Wellington Rd.

From the west—take Wellington Rd. north. Turn right (east) onto Exeter Rd., look to your left.

Ernie's Roadhouse, CAMBRIDGE

at 7:30 pm, 519-658-9562. Take Hwy 401 to Cambridge, exit at Hwy 24 North, stay to your right and follow Queen St, 3 lights on left, corner of Queen & Guelph.

Eastern meetings are held the first Wednesday of the month.

Route 66 Sports Bar & Grill

Eglinton Square Shopping Centre at 7:30 pm, 416-755-7869

(Victoria Park & Eglinton)

NISSAN SHIFT_into GEAR EVENT

by Howie Yoshida

Ontario Z-car was invited by Nissan Canada to participate in their Shift_into Gear Event at Ontario Place. They created a driving track in the parking lot and provided a variety of Nissan cars both on show and available for test drives by the public as well as providing other promotional displays and give-a-ways. OZC participated as part of a Show 'n Shine display featuring vintage Zed models.

It was an awesome day despite the wet weather conditions as a number of us participated on October 3 & 4. Everyone had a blast as we had the opportunity to drive various Nissan models (Maxima, Altima, Rogue, Versa, Cube, Sentra, Murano & even a 370Z!) on a shortened version of an autoslalom track. Many thanks to Adam Kohn who was our liaison for this event.



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