

2010 ISSUE #4 & 5 (FALL)

Bi - Monthly Publication



ONTARIO Z-CAR OWNERS ASSOCIATION SINCE 1993

DID YOU ATTEND THESE EVENTS LAST YEAR?

OZC WAS THERE!



Z Car Club of Rochester

All Japanese Car Show

**Z-Fest at
Brantford Nissan**

**ZCON in
Nashville, TN**



TRACK EVENTS • CLUB WEAR • PART DISCOUNTS • SHOW 'N SHINE • MONTHLY MEETINGS

Prez Sez ...

Faster than a speeding bullet.

What a summer it has been. Thanks to the crew in Rochester we had the great Rochester All Japanese Car Show. This was followed up with The 40th Anniversary Z Convention in Nashville, Z-Fest and we still have a few cruises, the 2nd Drag Event, the Joint Meeting in Milton as well as the End of Year Dinner that will cap off another great year. If you blinked you might have missed some of these moments.



On the downside our Website was hacked for the 2nd time and this time we made the decision to upgrade the site as it has drawn the attention of some malicious individuals who seemingly have nothing better to do than to mess with a car club's web site. You have to hope that there is some sort of karmic justice out there which will give these losers a dose of their own medicine at some point down the road. The upgrade to the next level of security will provide us with enhanced spam filters and a greater level of protection. The website which Zak Irvine engineered has become quite a hit and has really succeeded in getting a great cross-section of members and non-members in contact with one another. The site was down for quite a spell and it was sorely missed. It should be pointed out that modifications and enhancements to the site will continue on an ongoing basis. Eric Zondervan and Howie Yoshida have been working closely with Zak in maintaining the site and keeping it up and open for everyone to use. The club owes a great deal to their collective efforts.

The Nashville Nissan 40th Anniversary Z Convention was a huge hit with our club with a total of 23 cars and 40 or so members going down and capturing 7 awards. Many of the attendees were "first timers" and they as well as everyone else who attended came away impressed with the experience. At 722 registered attendees it was the largest Z Convention ever. It's a long drive to some of these events but well worth it when you consider that existing friendships are strengthened and new ones created. Since returning from Nashville I have spoken to many people who marvel at the fact that so many "old", some would say vintage, automobiles went down and all made it back without any significant mechanical problems. I suppose that this is a testament to how well looked after most of our vehicles are. Still there's always that small shadow of doubt when you head out on these long drives but that's what makes the experience the adventure that it truly is.

The only news out of Z-Fest this year was good news. Terry and Sandy Weston hosted the pre-Z-Fest Meet and Greet at their home in Hamilton which kicked off the weekend's activities. It was very well attended and thanks to the excellent organization that went into it, everyone had a great time. The main event was a tremendous success. It was held at Brantford Nissan. Rick Scott, a former club President and the Parts Manager there was the one who suggested we hold Z-Fest there in 2010. Thanks to Rick for suggesting this and to the staff at Brantford Nissan who did a great job in hosting our flagship event. I must also extend a big thank you to the executives and volunteers who stepped up and worked this year's event. The level of success we enjoyed is directly attributable to the efforts of those who worked at this year's Z-Fest. I am going to eat my proverbial hat as I have to admit that I never thought we would reach the number of vehicles we were fortunate enough to attain. We had 136 vehicles, the largest number ever in Z-Fest history! And this is not counting several vehicles which showed up after we had closed registration. This eclipsed the previous mark of 130-132 (depending on who you talk to) and we would likely have had even more cars show up if the chance of precipitation weren't so great. To better put this in perspective, the last 3 or so Z-Fest's have had anywhere between 85 and 93 vehicles. I am proud to report that I heard nothing but positive comments from all those I met at Z-Fest.

We not only had great attendance at this year's Z-Fest, but we also were able to sign up some new members as well introduce a great many newcomers to what Ontario Z-Car is all about and perhaps they too in time will decide to join us. That brings me to the one downside of this year's event, a downside which at first glance is not readily apparent. I will let everyone in on a dirty little not so well kept secret. The past couple of years as well as in 2010, there have been significantly more non-member vehicles attending Z-Fest than there have been member vehicles. This year we had 47 member vehicles. That is not even half of the cars in attendance! Just imagine the greatness we could achieve if a more significant percentage of club members decided to come out. The success of an event is not based strictly on sheer numbers, and we clearly had those this year, but on getting a greater level of participation from the club's membership. I really hope that next year many OZC members who have never come out to Z-Fest, or any other of the club events, would consider making an appearance. It would be a great opportunity to meet them and their rides.

JP Matte, President

Ontario Z-Car Owners Association

WELCOME NEW MEMBERS!

Ken Beechey

Bernie Pitts

Duane Behie

Roman Rynda

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

Bob Chwalyk, Membership Director



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From The Driver's Seat

Hey Everyone,

Yes, there still is a Zedline! What can I say, other than a whole bunch of things conspired to delay the completion of the summer Zedline issue and then time carried on and it got later and later and then the procrastination thing jumped up and before too long, the year was gone. Maybe the fact that 2010 was my last year as the Editor had something to do with it too.

Please accept my apology for not following through on my commitments to the newsletter. I sure hope you can set side the fact that this issue is long overdue and just read and enjoy it.

This issue is the 4th one for 2010. There may be one more issue for last year and then your new Editor, Jason Okolisan will be taking over for 2011.

No Zedlines has all kinds of impacts to the club's business as I have found out. Inside you will find your renewal notices for your 2011 membership dues. Please renew soon as this will dictate who receives the first 2011 issue.

Howie Yoshida, moving out as Zedline Editor, it's been quite a job. 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

JP Matte, Eric Zondervan, Steve Ross
Bob Chwalyk, Jason Okolisan, Howie Yoshida

"The Editor 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"

ZCCR ALL JAPANESE CAR SHOW

by Eric Zondervan

My friend, Steve Herzog, from Kitchener, and I planned to do this event together while our wives spent a few days at our cottage. My signals had stopped working, so I arranged for Steve to pick up a good switch from Laverne, who also lives in Kitchener, Thursday night. Steve and his wife Elfie arrived Friday morning, June 9 and I got right into installing the switch outside in the rain. We rushed through that job and had a quick brunch as we had agreed to meet a group at the duty free in Niagara Falls. We made our meeting about 15 minutes late where Terry and Sandra, Casey and Ann, Bob Chwalyk, and Mike Aucoin were waiting. We no sooner left the duty free than Mike's car started buck-



A grass infield for the car show, a good thing

ing and stalling, so Steve and I stayed with him while the others proceeded. We determined that Mike's Z31 probably had water in the gas and once we cleared the border and got up to speed on the interstate it ran fine.

We drove in tandem through torrential rain, passing an SUV on it's roof in the ditch. The Holiday Inn in Webster, NY was a welcome sight. After a couple of hours relaxing we set off on the short drive to John Taddonio's home for his welcome party. The party was a great success, with the rain light enough to allow for visiting outdoors. We renewed acquaintances, had great food and fine beer, looked at and talked cars far into the evening. When we went to leave, I discovered I had no headlights. I pulled the car in front of John's multi car garage where there was enough light to see that the in line fuse holder that feeds the relays I added was melted. The obvious fix was to bypass that fuse, but still nothing happened. I checked the fuses in the car and all were good. Finally, to get us back to the hotel, we got a length of speaker wire from John and wired the headlights directly to the battery. The odd thing was that they were running at only half intensity.

Saturday morning we headed off to the nearby Elks Lodge for the car show. The lodge is set on a large acreage, a truly gorgeous setting for a car show. Lots of trees to sit under on a hot sunny day like we had. I spent the morning diagnosing my headlight problem. It had been a while since I wired them through relays and I had to do a lot of tracing to figure out what was wrong. Dave Palermo brought an excellent multi meter, some wire and a spare relay to the show, which was a welcome help. Now for the tech session: Early Z's bring the +12V from the main harness to the headlight switch. From there a single red wire feeds two fuses on the fuse block in the car. These are the ones that overheat and melt the fuse block. From each of the fuses a red wire goes to the common terminal of the left and right headlight. This is so if a fuse



Enough speakers in here for you?

blows you only loose one headlight. The confusing part is that the "hot" wire is the common terminal of the headlight. Normally you expect that terminal to be the ground. The stock system brings the ground from the low beams, for example, back to the main harness where both the left and right are joined and come through the firewall as one wire. This wire goes back to the dimmer switch. The same applies to the high beams. When you turn on the lights, power passes through the various wiring harnesses several times on it's way to the light switch, then through the fuses, through several connectors, then back through the firewall to the headlights. The ground comes back from the headlights, through several more connectors and finally the circuit is completed at the dimmer switch, which has flimsy little copper contacts carrying what current is left after going through all the wiring and connectors. I was getting less than 10V at the headlights before I added the relays.

When I converted to relays, I grounded the common terminal of the headlights and ran the red wire from one of the headlight fuses to one side of the relay coil. I brought a heavy wire off the starter lug (battery) through an inline fuse to the common terminal of both relays. I ran a heavy wire from each of the relays to the high and low beam lugs of both headlights. All the connections





were soldered. I pulled the grounding wires from the dimmer switch out of the harness and used them to ground the coils of the relays. Now there is only a tiny current, enough to energize the relay coils going through the switch, dimmer and fuse block.

So why did the headlights not work? Remember I had changed the dimmer switch in a hurry in the rain? Well, the dimmer switch has two multi contact plugs which are quite obvious, but what is not so obvious is a small, single green wire which grounds the whole works. After spending several hours tracing every wire I opened up the steering column and there it was, the green wire hanging loose.



Brian Gracie accepting his Best of Show award from John T

Enough of the tech session. Steve had been ambling around taking pictures all this time. Check them out at <http://www.flickr.com/photos/janeeric/sets/72157624437441411/> It was an eclectic mix of cars. Lots of Z's, of course, but also 3 wheel micro cars, and a good showing from the local Scion club. Three of the first 240's brought to North America, including the first one sold to the public, #13, in decent original condition. Two highlights of the show were the surprised look on Brian Gracie's face when he won best Z in show and Enrique and Julie taking home two trophies for non Z. Julie encouraged Enrique to let her drive the Y140 down so he could bring the 510. As a result they took home two nice chunks of hardware.

After the show we went back to the hotel and a large group of us had a lively visit around the pool. Saturday evening was back at the Elks Lodge for dinner. The Elks and Elkettes served a fine meal with home made pie for desert. There was excellent live entertainment by a local group of good ole boys called Co Motion. They did a particularly good cover of Van Morrison. We drove



Upper Left: Enrique's award winning 140Y & his 510

Above: Enrique, Julie & their daughter & trophies

back to the hotel in a perfect warm Summer evening. There may have been more partying, but Steve and I went to bed so we would be fresh for Watkins Glen Sunday.

Sunday was an 8:00AM sharp departure for Watkins Glen. There was a huge turnout. At some points on the trip when we crested a rise we could see a column of Z's stretching for over a mile. Coffee breaks were a bit of a problem due to washroom overload, but we got to the track on schedule. We got to do several "warm" laps on the Watkins Glen Nascar Speedway. The speeds were nothing like a regular lapping event, but it whetted the appetites of several. I see Mauricio has upgraded his Z32's suspension already as a result. Steve took some excellent video clips from inside my car which he then spliced together to create the feel of making full laps.

When we came off the track we had a buffet lunch in the clubhouse then went up on the roof to watch some serious lapping with Corvettes, a Lotus and some 350Z's wearing out their tires. From there we headed for home, actually directly to my cottage. When we got there Sunday evening our wives were standing out in the lake so we had a quick dip then spent the night over a campfire reminiscing about what a fantastic weekend we had. I found out later from Elfie that Steve raved about what a great time he had all the way back to Kitchener. Kudos to the ZCCR group for putting on such a terrific event. Count us in for next year.



Sunday at Watkins Glen

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Z-FEST 2010 AT BRANTFORD NISSAN

by Howie Yoshida

After hosting Z-Fest at Christie Lake Conservation Area for a few years, in 2009, we moved it to the Nissan Warehouse in Brantford for a change in venue. In keeping with the change theme, Z-Fest 2010 was hosted by Brantford Nissan (having completed a recent reconstruction of their dealership facility), thanks to Rick Scott, Parts Manager and past OZC President. We accepted Rick's offer of the dealership setting and plans were underway earlier this summer.

Initially, there was some interest in making Z-Fest a 3-day event. With all the cruises and road tours and ZCON coming up, we decided on a Friday night reception, the big show on Saturday and a group dinner afterwards.

The Friday night reception was once again hosted by Terry and Sandra Weston at their home in Hamilton. About 25 to 30 of us showed up and we enjoyed the company, good food and even the weather cooperated. There were plenty of Zeds lined up on the street for sure.



Enjoying ourselves at the Weston's

Saturday morning at 8:00 am, we met Rick at the dealership to set up everything for the day. Access to the car show (which was held in Brantford Nissan's parking lot), was in and out of their drive-thru service area. Drivers filled in a form and had their picture taken in their cars and Brantford Nissan will be sending out the pictures later this year. Registration and club tables and merchandise were set up outside, car show class signs



were placed and we were set to go.

Over the past few years, Z-Fest car show registrations were running around 80 to 90 cars. We weren't really sure how many registration packages to make up this year as a new venue at Brantford Nissan was in play. Being right on the main road into Brantford would attract the more of the general public for a change. Rick was inviting a lot of his customers, so we made up 125 packages and hoped for the best. As the morning went on, the cars were steadily coming in and they just didn't stop, even after the 12 noon deadline. Final numbers were near an all-time high--135 cars passed through Brantford Nissan's drive-thru entrance and 123 of them registered for the car show.

The parking lot was full, the DJ was pumping out classic oldies music, food and drinks were available from Why Not City Missions, a local organization in Brantford, fire trucks from the city were even parked out in front of the dealership, and Brantford Nissan's sales staff were on hand to showcase the complete Nissan line-up. It was a very busy site.

Once again, Vuk from AMS was on hand to support our event. Many thanks for his generous contributions for the door prizes too. We extend our sincere thanks to the following sponsors that supported Z-Fest:

AMS (Absolute Motor Specialties)

Nissan Canada

Brantford Nissan

Zeetoyz



Z-FEST 2010 AT BRANTFORD NISSAN

There were 123 entrants for the car show, as follows: 26-240s, 6-260s, 6-280s, 10-280ZXs, 8-Z31s, 21-Z32s, 20-350s, 11-370s and 15-other Nissans & non-Zeds. A significant increase was the number of 240Z registrations that were up by 11 from 2009, Z32s were up by 7 and the big increase came from the 350s & 370s, up by 17 in total.

Special thanks to Diane Dale who brought out The Track Dog, her 240Z race car for all to see. A lot of the guys appreciated a chance for a close-up look. Thanks also to the ZCCR contingent, once again led by their Prez John Taddonio for supporting our event. Congratulations to the ZCCR guys who returned with their share of awards. Thanks to the efforts of Joan Okolisan, our award plaques this year featured custom graphics of each generation of Zed cars. Jason was able to secure permission from the original graphic artist Jim Smith who kindly allowed us to use his artwork renditions. I'm sure everyone who won an award this

year, was suitably impressed in how great the plaques looked this year. Check out Jim's website at www.smithautomotiveartwork.com or his advertisement in this issue of Zedline.

All was not perfect as I had to pack up the PC and printer and move them inside to tabulate the ballots. A light sprinkling of rain came down and that resulted in some cars leaving, lest they became wet.

After the award presentations and a bit of clean-up, all the Brantford Nissan staff lined up and waved good-bye to all of us as we departed, it was a nice touch. We extend a great big thank you to Rick and the management and staff at Brantford Nissan for all the hard work you put in hosting Z-Fest. The group dinner afterwards was convened at The Keg in Hamilton, a favourite hangout of the Weston clan. The price was right too, thanks to Brett. We certainly enjoyed a great meal to end the same type of day.

Z-FEST 2010 CAR CLASS AWARDS

CAR CLASS	FIRST PLACE	SECOND PLACE
240Z Stock	John Taddonio	Laverne Burkhart
240Z Modified	Jerry Trzecki	Quentin Yarie
260Z All Models	Tom Malone	--
280Z Stock	Brian Gracie	Mike Noonan
280Z Modified	Michael Lambert	Albert Hegedusc
280ZX Stock	Bob Chwalyk	Kevin Hague
280ZX Modified	Tony Matteucci	Tony Mather
300ZX - Z31 Stock	Bob Anderson	Pete Radoja
300ZX - Z31 Modified	Greg Pavitt	--
300ZX - Z32 Stock	Frank McGinley	Yeprem Torossian
300ZX - Z32 Modified	Mike Podrebarac	Wes Hore
350Z Stock	Tasha Gibeault	Larry Naylor
350Z Modified	Pat Paladino	David Kaskie
370Z Stock	Edmarc Arendoque	Don Slade
370Z Modified	Patrick Cheung	--
Other Nissan	Enrique Preza	Ken Tomihiro
The People's Choice	Brian Gracie	

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Our greeter Bob, welcoming the car show registrants

Z-FEST 2010 AT BRANTFORD NISSAN



2nd 240Z Stock, Laverne Burkhart



1st 280Z Stock, Brian & Karen Gracie



1st 280Z Modified, Michael & Tina Lambert



2nd 280Z Modified, Albert Hegedusc

Z-FEST 2010 AT BRANTFORD NISSAN



1st 280ZX Stock, Bob Chwalyk



2nd 280ZX Stock, Kevin Hague



1st 280ZX Modified, Tony Matteucci



2nd 300ZX-Z31 Stock, Pete & Sue Radoja

Z-FEST 2010 AT BRANTFORD NISSAN



1st 300ZX-Z32 Stock, Frank McGinley



2nd 300ZX-Z32 Stock, Yeprem Torossian



1st 300ZX-Z32 Modified, Mike Prodrebarac



2nd 300ZX-Z32 Modified, Wes Hore



1st 350Z Modified, Pat Paladino



2nd 350Z Modified, David Kaskie



1st 300ZX-Z31 Modified, Greg Pavitt



1st 350Z Stock, Tasha Gibeault

Z-FEST 2010 AT BRANTFORD NISSAN



1st 370Z Stock, Edmarc Arendoque



1st Other Nissan, Enrique Preza



The People's Choice, Brian & Karen Gracie



Hard at work on the registration desk



Vuk & his AMS guys



The good-bye gang, a nice touch



ZCCA INTERNATIONAL Z CAR CONVENTION, NASHVILLE, TN

by Howie Yoshida

I think it was during one of our Eastern Chapter meetings in the winter of 2009 when we had quite a discussion about making the trip down to ZCON in Nashville, TN. I always wanted to attend a ZCCA convention and the 2010 one was looking like a real possibility for me. When our road touring group talked about organizing a road trip to run the Tail of the Dragon (TOLD) first and then head over to ZCON, well that sure made up my mind real quickly. I booked my accommodation at the convention hotel in February and was fully committed from that day on. What follows here are my experiences and impressions of the entire trip, rambling on in a daily journal format.

Tuesday July 27 – Unbelievable, we have 9 cars in our convoy to the TOLD road trip. How are we ever going to stay together? Our goal was to drive down and stay overnight in Knoxville, TN. It meant a 4:00 am departure that morning for the meeting place off the QEW past St. Catharines. Everyone made it on time, a quick stop at the Duty Free store in Fort Erie and we were across the border with no problems. It was a long but easy drive and we made it to Knoxville after 14 hours and about 1300 km. The walkie-talkies we had among us worked great, no one got lost! It was very hot in TN, over 30 degrees C, for 5 of us with no air conditioning, the heat was going to be an issue for sure.

Wednesday July 28 – The plan was another early start, run the TOLD and then head over to the convention hotel to register by 5:00 pm. Roy and Peter decided to take a leisurely drive straight over to Nashville so there were only 7 of us left to run the dragon. It was an adventure not to be missed, a fantastic run, 318 curves in 11 miles, twisty roads, tight turns, lots of ups and downs. We stopped at Deals Gap, at the state line between Tennessee and North Carolina for souvenirs and a break. A one way TOLD run wasn't enough for Nigel so he decided to go it alone and do it again in the opposite direction, heading back up north. The remaining 6 of us decided to continue on following the Cherochala Skyway loop and on to Nashville. No sooner did we start off again when the rain came, Erle had his t-tops off and got soaked as there was no place to even pull over off the road for awhile since there was no shoulder available. The rain soon stopped, some fog was encountered then sunny conditions as we passed over the mountains. The Cherochala Skyway was more fun to drive than the TOLD, more open, high speed turns, less traffic to navigate around and holding us up. The heat was a killer though. We all arrived safely at the Embassy Suites at 4:30 pm, after an-



other 600 km on the odometer.

Registration was overwhelmed with all the people arriving but we lined up and just did it. I was officially welcomed by none other than Chris Karl, the ZCCA Executive Director who just happened to be working at the registration desk in the queue that I was in, nice guy, very friendly. It was also good to meet a few people I talked (emailed) to previously, Bob Bosse in particular. Bought my convention souvenirs, attended the complimentary welcoming dinner, opening speeches, Mr. K live video feed and the famous Texas Chili Party too, a great start.

Thursday July 29 – The Embassy Suites Hotel was first class. Room was very nice and comfortable, inside was a big atrium, lots of amenities, complimentary breakfast buffet each morning and a Manager's reception each afternoon before dinner time. I shared the room with Peter and later Michael (that guy still owes me). Lots of new and historic Zeds parked inside and outside,



racers, rally types. It was really neat to see so many Zeds fill out the parking lot. Lots of activity at the Suds-n-Shine stalls. I attended the ZCCA business meeting that morning to find out more about the workings of the ZCCA, interesting stuff, lots of hard work going on by not a lot of people. Made the trip to Nashville to walk about the downtown a bit to see the area and attended the



Running the Tail of the Dragon & Hanging out at Deal's Gap

ZCCA INTERNATIONAL Z CAR CONVENTION, NASHVILLE, TN

group dinner at The Wild Horse Saloon and ended up at BB Kings bar next door to take in a great jazz band. Highlight of the day, I got to meet Mad Mike Taylor, more on that later.

Friday July 30 – Up bright and early and out of the hotel at 7:00 am to go to Nashville Super Speedway for the autocross event and drifting exhibition. Even at that early hour, Terry and Brian were out in the parking lot washing their Zeds. I was the only OZC participant that day but had lots of support as a bunch of guys came out to spectate and cheer me on, much appreciated. There were about 45+ or so cars at the event. We got in 4 timed



show, Nissan Heritage cars, Gold Medallion winners, historic race cars, vendor's area and even live music by The Dirty Curties band. The heat was too much and I returned to the hotel around 2:30 pm. The awards dinner was that evening and it was a sold out event.



Laverne's award winning 240Z under close scrutiny

Our OZC members ended up with 7 trophies as follows: Laverne Burkhart, first place 240Z Stock and also Best Engine in Show; Michael Lambert second place 280Z Street Modified; Peter Ra-



How many times can you wash your car in 3 days?

runs in the morning and a couple of fun runs in the afternoon. Another scorcher out in the sun most of the day, not any shade to hide in. The course set up was fairly open and generous, not too technical, like the SCCA set ups I have heard about. I had lots of fun running the course and I think I did OK but no times and

classes were posted so who knows. Had to scale it back as I was running on my street tires, no way was I transporting my R-comps & tire changing gear all the way down there. Back at the hotel, I washed my car in preparation for the car show the next day. After dinner I helped Eric and Michael out a bit washing their Zeds, a lot cooler at night to do it. It rained overnight!

Saturday July 31 – Up and out in the parking lot at 6:00 am to help Eric dry off his car and further detailing for the judged show. At 7:00 am, we drove the short distance over to Nissan's North American headquarters for the car show, to get parked and settled in early. I was entered in the People's Choice show, a lot less stressful for sure. I was parked right in the front row, hard to be missed. At 9:00 am, Nissan arranged for a group shot of all the cars in the show. We were all parked on the front grassy area but it wasn't long before the sun was out and the temperature started to rise. The heat was really unbearable and thankfully, Nissan opened their building up to provide access to their cafeteria for food and drinks and a place to cool off in an air conditioned environment. The show was a real hit, must have been between 200 to 300 cars around with the judged show, People's Choice



ZCCA INTERNATIONAL Z CAR CONVENTION, NASHVILLE, TN

doja, second place 300ZX-Z31 Stock; Michael Aucoin, third place 300ZX-Z31 Daily Driver; and Jason Okolisian, first place 300ZX-Z32 Street Modified. In the People's Choice competition, Terry Weston placed second in the 350Z class. We sure did all right. During his speech, Mad Mike called me out for impersonating Mr. K, well actually it was as his grandson but all in fun never the less. I believe with 23 cars at the convention and around 40 attendees, OZC had the largest representation, something to be proud of.



Our winners, Michael, Pete, Laverne, Jason & Michael

Sunday August 1 – The track day, most of the people departed on Sunday but 5 of us, Laverne, Eric, Edmarc, Nigel and I stayed for the real fun at The Nashville Super Speedway. Lucky for me, I ended up with Laverne as my instructor which was really great. The track was set up for us to run the infield road course with brief excursions onto the front and back straights on the high banked oval. What a treat. I was able to maintain my place in the twisties but had to move over and windmill the faster (all of them) cars past me on the straightaways. Taking in lots and lots of fluids was the order of the day as the sun was beating down all day. Wear-

ing the safety helmet, long pants and top didn't help any either. The BRE race cars were driven around the track by Peter Brock, John Morton and Steve Millen. They also took a group shot of all the attendees on the front straight too.

Monday August 2 – Departure day for the track junkies, Eric and I hooked up and we drove back together. All the heat during



the week was getting to me as I was really tired out and was using my cooler beside me in the front seat to keep a wet towel around my neck and a constant supply of drinking water. After 11 hours, we stopped in Grove City, PA to rest and shopped briefly at the Prime Outlet mall there, rather than make a mad dash home.

Tuesday August 3 – Left Grove City in the morning, crossed the border with no issues and made it back home around mid afternoon. I had a fantastic time despite the heat and the lack of air conditioning inside the Zed. The drive to the TOLD and the skyway loop, autocrossing and the track day were outstanding. I met a lot of great people, enjoyed myself at all the events and came back with memories galore. 2011 will see the convention in Savannah, Georgia, even further south and in July also, talk about hot. No decision made yet for me, we shall see.



THE FLUX CAPACITOR GOES TO THE Z CONVENTION

by Steve Ross

After a delicious lunch at the lovely home of Sue and Petar Radoja, our 6 car convoy headed to the Windsor/Detroit border to cross at the Peace Bridge.



The sullen-faced border officer asked the usual questions, told me to shut the car off and open the trunk. Sure enough, he found a large metal/glass box with lights, tubes, dials and warning labels (DANGER, FLUX CAPACITOR, 1.21 JIGAWATTS and Shield Eyes From Light). The conversation went something like this: What is it? A Flux Capacitor. What does it do? Nothing. I don't



understand. It is a limited edition replica of a time-machine as used in the famous movie, "Back To The Future" starring Michael J. Fox. I was tempted to add that it needed a small amount of plutonium to activate but realized I did not have the desire to go through a body cavity search. With a blank look on his face, the officer called over a colleague and I had to once again explain the purpose of the device. The second officer broke up laughing as he knew the details of the movie and they wished me a "good trip". Despite having GPS units, cell phones and walkie/talkies, our convoy became separated at the border but we all made it to a Best Western Hotel in Florence, OH for the night. The next day, we hit torrential rains of biblical proportions and temperatures that approached the core of the sun. We arrived at the Embassy Suites Hotel in Franklin, TN in mid-afternoon and I noticed a few car-related banners hanging from the inside balconies overlooking the foyer and restaurant. Having a large Canadian flag which is used on a bridge of the Highway of Heroes (Highway 401) and with the assistance of the hotel engineer, we



secured the flag to a railing of the balcony. Two days later it had been removed and an American flag was now hanging but in a different location. After several inquiries, we heard that someone had taken it down, run it up the hotel's flagpole but upside-down! Needless to say, we were very distressed and disappointed that some prankster could be so insensitive to our sacred flag. The convention chairman (Chris Karl) was also upset and he went out of his way to locate it since the significance of this particular flag had been explained to him. There are some excellent videos on YouTube that show the motorcade on the Highway of Heroes for our fallen military soldiers from Afghanistan. The flag was found the next day by the hotel's day manager and it was eventually hung in a prominent position during the banquet/awards ceremony.

The convention committee did a fantastic job as they offered numerous events such as tours, lectures, auto-cross, track event and a visit to a military base museum. There were 23 Canadian Z cars and several members took home well deserved awards. Next year, the Z convention is in Savannah, Georgia - Z U there!



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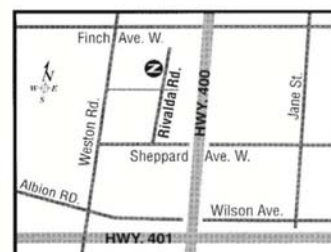
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