

SPRING 2015

A publication of



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

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Mr. **K** father of the Z



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An inspiring figure

Any Z Car enthusiast knows the name Yutaka Katayama. It's a name you will encounter almost immediately when you delve into Z Car history. For me it was in the 1989 Road & Track special on the introduction of Z32 300ZX, which included a complete history of the Z car, right back to the original 240Z. I remember reading that back in the 1960's, Mr Katayama wanted to bring a sports car to the North American market that would be suitable for a larger North American driver. At 6'7" tall, that statement jumped out at me. Could there actually be a sports car out there that I could actually fit in? Well, thanks to Mr. K, there is, and I will forever be thankful to him for that. But there's so much more to it than just that. This very club and all of the great friends we've made and adventures we've had because of it are thanks to Mr. K. It is the success of his vision that made the Z-Car the icon it is, and continues to bring people together more than 40 years later.

I had the good fortune to meet Mr. K back in 2003 at the National Z Car Convention in Nashua, New Hampshire. It was inspiring to see a man in his 90's willing to travel half way around the world just to spend a week with a bunch of car guys. But that's how much the success of the Z Car and the impact it had on people meant to him. I have a fond memory of him standing next to the pit wall at the Nashville Speedway, waving to all of us as we drove out onto the track for a parade lap, obviously thrilled to be there. Autographs have never meant much to me, but I was honoured to have him sign my glove box door, and it's been on proud display in my Z ever since. Inevitably though, as time went on, his personal appearances at the conventions tapered off and by the time of the last convention I attended in 2010, he was only able to connect via live video conferencing. But you could still see the excitement in his eyes to see a convention hall full of Z enthusiasts.

Sadly, Mr. K. passed away on February 19th of this year at 105. It's difficult to lose such an inspiring

figure, but at the same time, he got his money's worth out of this life and left a positive mark on the world. As a tribute, we've ask club members to share their stories about Mr. K, and they are appearing throughout this issue. I'm certainly looking forward to reading them, and reflecting on how much owning a Z Car has meant to me, thanks to Mr. K.

On another not nearly so tragic note, but unfortunate none the less, our Webmaster Zak Irvine is stepping down. Zak is responsible for bringing the Ontario Z Car Club into the modern world of on-line forums. He's been working behind the scenes for years now, first to create our site and from then on to keep it functional and technically up to date. He's a tremendous asset to the club, but other commitments in his life understandably need to take priority right now and he no longer has time for his duties as club Webmaster. Even more unfortunate though, is that these commitments have meant that he is now Zedless. But I sincerely hope he can return to our Z Car community soon, as a civilian, and with a Z. Thanks for all the hard work!



Nigel White

PRESIDENT - Ontario Z-Car Owners Association



Farewell to a Dreamer!

**Editor
Note Z**

Rajinda Gunasena

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

Having been born outside of North America, my first introduction to Mr. Yutaka Katayama came only after I landed in Canada in 1989. At the time I was working as an Art Director for an Ad agency downtown Toronto, and was quite fascinated by some of the TV commercials of that era. During this time the L.A. based Ad agency Chiat/Day, responsible for the classic commercial "1984" that introduced Apple Macintosh a decade before, was also responsible for introducing the Nissan 300ZX (Z32). Having seen the Z32 on the streets of Toronto and instantly fallen in love, I couldn't get enough of these ads that teased Porsche, out ran an F15 and even used a Barbie doll in a TV commercial.

In this Barbie doll commercial, G.I Joe comes into life, gets on a red Z32 drives around the room to the background music of "Girl, you really got me now". He stops at Barbie's doll house, whistles for her, who leaves Ken and drives off in the Z with Joe, through the legs of this smiling old Japanese guy. While Nissan & Chiat/Day faced legal issues with Mattel for using their dolls, most of us could not get this ad out of our heads. Especially for me the old guy with the Jack Russell Terrier, stood out as he continued to appear on other Nissan ads as well.

I was not that aware of the Z cars or it's history & beginnings in North America. In Sri Lanka we were only aware of Datsun B211, B310 & other Datsun sedans that came with Japanese domestic names. There wasn't even a hint of a 240Z or a Fairlady Z to know the connection to this sweet old Asian guy.

So it lead me to research and find out that the actor, Dale Ishimoto was portraying a man who was known as the father of the Z car, or as everyone fondly called him, Mr. K.

It was during this research that I got to know the origins of the Z, starting with Datsun pick-up trucks, 310 and finally the 240Z. It opened me up to a proud history of a car I was to own in the next few years to come. I really appreciated the beginnings of the Z heritage, what Mr. Katayama went through to get this car to North America, troubles he faced within his own company back in Japan. True, Mr.K didn't design the car him self. He had designers to do that. But it was his thoughts, influences of European styling that went into the make up of the Z.

By the time the Z32 came around Mr.K was no longer with Nissan, as he left the company in 1975. Many also say he wasn't too thrilled with the changes that happened to his beloved Z, through many generations of models to follow. Of that the Z32 is known to have the least amount of Z-DNA from the past or future Z cars. Who knows if Mr.K was still in charge the Z32 would have looked totally different. Personally I am glad he wasn't around to change the styling of the Z32.

The Z models that followed the 240Z, were dreamt up by other designers. But they wouldn't have had a car to be dreamt upon, if not for Mr. Katayama's original Z. In the end it was his dream and the passion for the sport car that led me to own, my "dream car".

Thanks for dreaming Mr.K!



Mark Michael MacKew

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NewbieZ

Brian McCoy
Ghanim Mirjan
David Katz
Steve Martin
Jason Gale
Alfonso Mazzarella
Scott Davidson

On behalf of the Ontario Z-Car Owners Association, I'm pleased to welcome all our NEW members: 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 Chwalcyk

Membership Director



HELLO!

My name is Brian Gracie and I'm the new Western V.P. for the Ontario Z Car Club. I have been in the club since 2003, and served on the executive committee as Event Director in the past. I'm taking over the position from Laverne Burkhart, who after years of great service to the club, has stepped aside.

A little about me. I have three Z's at the present time. A 73 240Z, a 76 280Z and a 350Z. I enjoy touring, car shows and would love to try auto cross some day.

As Western V.P. I would like to try to get the western members more involved with selecting new locations for our monthly meetings, possible guest speakers and with the input of the club members set up for possible short cruises, to enjoy our cars in our western district.

Remember life's too short to drive boring cars.

Brian Gracie

Western V.P. Ontario Z Car Club

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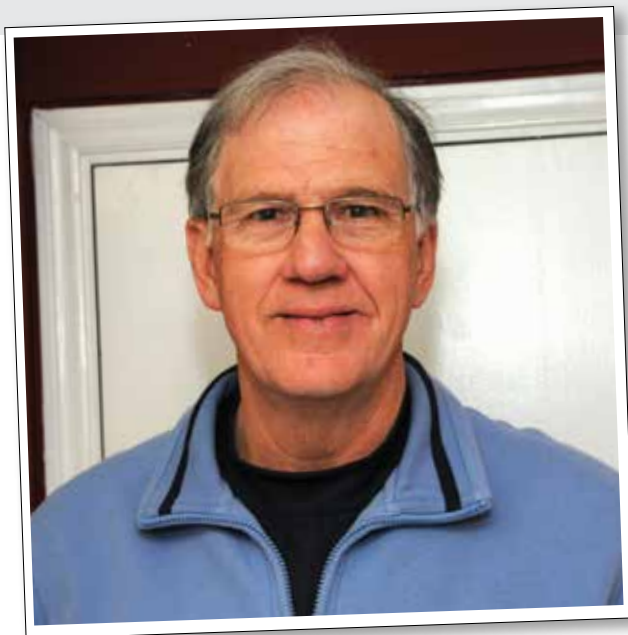
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Contributors:

Nigel White
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Rick Vodden

Pete Radoja
Steve Jonjev
Laverne Burkhart
Graeme Herbert
Vince Santoro



"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."



And the story was told by a grade 5 student in English class...



That on a cold, snowy winter's night in Saskatchewan a man lay down to rest one evening, reflecting on the work that needed to be done the next day. It had been a particularly hard winter with lots of snow. His dilemma was where to put it all. He had no snow blower or power equipment to his aid, so he devised a plan to make his work fun!

The following morning after energizing himself with a hearty breakfast, he set out to make a HUGE pile of all the snow from his driveway using a large blue

scoop shovel. Layer after layer, higher and higher until it was over 5 ft tall and quite long. For hours he laboured, and into the darkness of the night.

In the morning when the sun came up and the sky was a clear blue, he looked out from the warmth of his home to see the fruits of his efforts!

Another student in the class raised her hand and proudly exclaimed..." I know that man. He works for my Dad!"



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2015 Events Calendar

APR

- April 1** Eastern Chapter Meeting at Watt's Restaurant, Scarborough
April 8 Western Chapter Meeting at Old Marina Restaurant, Puslinch, ON
April 25 Swap Meet at Whitehead Performance, contact Mike Hanson: whiteheadperformance@gmail.com

MAY

- May 6** Eastern Chapter Meeting at Watt's Restaurant, Scarborough
May 9 Joint E/W Meeting at Montana's in Milton, 11am. Halton Hills Tour departs at 1pm.
 tour contact: Jason Okolisan: j_okolisan@yahoo.ca
May 14-17 ZDayz at Tail of the Dragon, Fontana Hills, NC

JUN

- June 3** Eastern Chapter Meeting at Watt's Restaurant, Scarborough
June 6 2015 OZC Wine Tour in Picton, ON Tour contact: mauricio@ontariozcar.com
June 10 Western Chapter Meeting T.B.A.
June 12-14 Midwest Z Heritage in Lisle, IL Website: <http://www.midwestzheritage.com/>
June 20 Drag Day #1, St. Thomas Raceway Park, contact JP Matte: jpmatte@rogers.com
June 20 Show & Shine at Scarborough Nissan

JUL

- July 2** Eastern Chapter Meeting at Watt's Restaurant, Toronto Distillery Tour departs after the meeting,
 tour contact Wes Hore: smurfzed32@hotmail.com
July 8 Western Chapter Meeting T.B.A.
July 14-18 ZCON 2015 in Memphis, TN - Website: www.zccazconvention.com
July 17-19 ZCCR Motor Fest Weekend, Rochester, New York, contact John Taddonio, zcarnut@hotmail.com

AUG

- Aug 1** Newcastle and Kawartha Lakes Tour with a hosted dinner at a club member's cottage
 contact Erle Strauss: estrauss3@rogers.com and Bill Husar: ajaxzcars@hotmail.com
Aug 5 Eastern Chapter Meeting at Watt's Restaurant, Scarborough
Aug 12 Western Chapter Meeting T.B.A
Aug 15 Z-Fest Tour Weekend – Saturday Day tour and Dinner Evening
Aug 16 Z-Fest Car Show, Woodbine Nissan
 Contact: Mauricio Gomez – mauricio@ontariozcar.com
Aug 29 Eric's Cottage Tour - Contact: Eric Zondervan – zedfoot@rogers.com

**SEP**

- Sept 2** Eastern Chapter Meeting at Watt's Restaurant, Scarborough
Sept 12 Joint E/W Meeting at Dean Michael's Griddlehouse in Woodstock, 10am. Tour of SW Ontario 12pm.
 tour contact Brian Gracie: bkgracie2@gmail.com
Sept 19 Drag Day #2, St. Thomas Raceway Park, contact JP Matte: jpmatte@rogers.com
Sept 26/27 Calabogie Weekend Tour of the Ottawa Valley Region featuring magnificent secondary roads
 contact Erle Strauss: estrauss3@rogers.com

OCT

- Oct 7** Eastern Chapter Meeting at Watt's Restaurant, Scarborough
Oct 14 Western Chapter Meeting T.B.A.
Oct 17 Muskoka Lakes Tour featuring our favourite roads around Bala and Gravenhurst
 contact Eric Zondervan: zedfoot@rogers.com
Oct 25 Swap Meet, Brantford Nissan

NOV

- Nov 4** Eastern Chapter Meeting at Watt's Restaurant, Scarborough, elections for 2016 Executive Committee
Nov 11 Western Chapter Meeting T.B.A, elections for 2016 Executive Committee
Nov 22 Year End Dinner & Social, venue to be determined

DEC

- Dec 2** Eastern Chapter Meeting at Watt's Restaurant, Scarborough
Dec 9 Western Chapter Meeting at East Side Mario's, Woodstock

** Please note that some of the events are still in the planning stages so check the ontariozcar.com to confirm dates and location.

Nissan Fairlady Z432

SOLD



\$253,000

That looks like a Datsun 240Z, doesn't it? It's not-technically it's a Nissan Fairlady Z. And it's not just any run of the mill Z, either. It's something special, and it's going to be up for grabs at an RM Auction soon.

This car is a Fairlady Z 432. While RM Auctions hasn't updated the listing for the car yet, our friends at Road & Track report the number refers to four valve, three carburetor, dual-cam S20 2.0-liter inline six.

That's the same motor as the Skyline GT-R of that era, so it's a smooth, rev-tastic, 7000 RPM engine built for ass-kicking. It also came with a close-ratio five-speed manual and an upgraded limited slip differential. The Z 432 was never sold in America, hence its right-hand drive configuration.

How much could this rare Z command at auction? Japanese classics are starting to command more and more cash at these things as the audience that grew up lusting after them becomes more and more affluent. One of them sold on Bring A Trailer in 2010 for \$100,000.

Reported on the listing a month ago, and at the time RM Auctions estimated a price of \$150,000-200,000. As the first of its kind to sell at a major auction outside of Japan, predictions were conservative, especially with the lackluster performance of Nihon Steel in

Scottsdale. I was most optimistic, guessing it would sell on the high end of that span at \$200,000 on the Hooniverse podcast earlier this week.

However, when the hammer came down, the range-topping Nissan sports car with factory installed Skyline GT-R twin-cam multivalve motor had rocketed past expectations to the tune of \$230,000. With the standard 10 percent in auction house commission and fees, that's \$253,000 out the door.

Not only that, but according to reports from the ground, it was a rather depressed market this weekend, with many cars from that era selling at prices below expectations.

The condition of the Z432 is reported to be honest and well maintained but unrestored. It's reasonably but not entirely original, with many of the key parts separating the Z432 from more pedestrian Fairlady Zs retained.

With the sale of a hakosuka Skyline last year also passing the quarter-million mark, it appears that Nissans are joining the ranks as collector's items among the world's automotive elite.

REFERENCE:

carbuying.jalopnik.com & japanesenostalgiccar.com



Z-CON PLANNING

On February 8th 2015, the Ontario Z-Car Z Convention committee met at the Hilton Markham Conference Centre to check out the location as a potential hotel for our bid to host Z Con 2016 in the GTA. We are looking at holding the event the second week of August 2016. More details to come!



TOUR PLANNING

The OZC tour group held their annual tour planning meeting on March 28 at Roy Watt's house in Toronto. 8 tours are being planned for the 2015 driving season.

Dates and details will be posted soon. Pictured from left is Rajinda Gunasena, Lou Pereira, Brian Gracie, Erle Strauss, Eric Zondervan, Mauricio Gomez, Roy Watts and Jason Okolisan.

Zeeing RED!

Graeme explains how his wallet got lighter looking for parts at a Nissan dealership.



A few weeks ago I went into the Nissan dealership to pick up a NOS hatch glass for my 76' 280Z. While waiting for the parts guy to look it up through the old parts fiche I wandered over to one of the new 2015 Nismo 370Z's sitting in the showroom. Next thing I knew, I was taking a test drive and absolutely loved it!

Short of getting to drive friend's cars on random occasions, the newest car I've owned and driven on a regular basis was the 300ZX Twin Turbo. And before that only my 76' 280Z...so quite a big change to driving the Nismo 370Z! Without turning this into a full review on it I'll just say that I was really impressed by it on the test drive.

Long story short I immediately put a deposit down. And that's when I listed my 300ZX Twin Turbo for sale. With the sale of it complete I added that to my down payment and walked out with a brand new car!

So the details. She's got 28kms on her so far. My two other Z's were red so why break with tradition, right? Six speed manual of course and well there's no options on the Nismo unless you consider "Z" branded valve stem caps which they nickel and dime you for. But I didn't get any of those silly options.

I'm currently doing the break-in procedure on her which is really tough because I want to rev the engine out and stretch her legs of course. But I'll have to wait several hundred kms to do that. I'll be keep it as a daily so no crazy mods for now. Planning to do a Motordyne exhaust system and Michelin Pilot Super Sport tires. And I'll be sending her to get a detail and full body clear wrap put on soon.

Graeme Herbert

Memories of Mr.K

JP Matte



Back in the summer of 2013 Nigel White, Edmarc Arendoque, Manolo deLeon and I went to our first Z Convention in Nashua New Hampshire. Prior to this I knew very little about Mr. Yutaka Katayama. Needless to say I learned a lot more about him at the convention. He was in his mid nineties at the time and walked with a cane.

At the time the track was called Loudon, it is the same facility that was used at the last Nashua convention a few years ago. It is a huge facility which has a NASCAR oval and a roller coaster infield road course which ties into the oval. That day because of the size of the venue, Mr. K was ferried about in a wheelchair. I met him and felt how happy he was to be there. Even at that advanced age, his enthusiasm for the cars and the people who loved them was palpable.

Matter of fact, against his doctor's best wishes, he went out in a Z for some hot laps with a race qualified driver. He had a blast! One evening later on into the convention, we found out that Mr. K would be signing items for convention attendees. This news sent the four of us into the parking lot armed with screwdrivers in a bid to remove our glovebox doors.

Mr. K happily signed those for us. With those glovebox doors re-installed on our cars, Mr. K and those great memories ride with us to this very day. I met him a few more times at some other conventions before his doctors finally grounded him. He was a great man and despite his having lived for 105 years, it is hard to believe that he is no longer here.

Mr. K may be gone, but his love of cars and the people who share that love shall live on forever.

Rick Vodden (Rrichterr)

When I saw my first 240Z in 1970/71, I was an MGB owner at the time and was totally taken by the XKE like design of the vehicle. It made the English sport cars look old. However, University and later marriage and a family prevented me from ever owning such a car but I did manage to procure a nice "family" vehicle, a two door Datsun 510 4-speed which I enjoyed very much as it was quite a spirited car (especially with the add-on tach perched on the dash).

Even though I could not own a 240Z, that did not stop me from learning about it's roots and following it's and the Datsun 510 success on the racing circuits. That's were I learned the story of Mr. K and his inputs into Datsun racing and the 240Z and his belief that even though HO Japan did not support his vision of fielding racing Datsun's, he found the means to enable it and thus the likes of BRE, BSR, Bob Sharp, John Morton, Pete Brock, Walt Maas and even Paul Newman went on to have Datsun dominate SCCA C Production class for ten strait years.

Mr. K's vision of making the Datsun a weekend warriors race car was truly fulfilled with over 800 independent racing and rallying teams at it's peak. When I finally acquired a 240Z in the 2nd month of my retirement and subsequently spent a day lapping Mosport's big track, at the end of the day, I thanked Mr. K. for making my dream of the early 1970's come true over 40 years later. We have lost a great visionary. Thankfully we have clubs like OZC to keep the dream alive.



George Kolosowski

He really liked Canada, (Toronto area), and to see his eyes light up when he saw that 2002 Zedline to sign (recognized the logo), and then a bunch of our Z-fest posters for later that year.

I was the only Canadian at that San Antonio ZCON, but it was nice. I am sure there will be dozens of incoming as its been over a dozen years since that he still travelled i think?

He signed my black glovebox, with his gold pen signature and that phrase he always wrote in Japanese, from the 2001 Canadian ZCON.



I met Mr.K at the 2005 Z convention in Rochester here is a picture of a hat I have that he signed.

Vince Santoro

I met Mr. K at Datsun & Nissan convention in Amherstview, Ontario, in June of 2001. I waited about 15-20 minutes in a queue to get his picture with an autograph, which I still have at home. Did not speak to him much, only a few words. He struck me as a very unassuming and modest person.

Cheers,

Steve Jonjev



Pete Radoja

I joined the Ontario Zed Car Club in 1993 or 94 and had attended some informal meetings in garages in the east end of London even earlier than my official registration date. When I finally started attending regular meetings, the members impressed me with their knowledge of the Zed car and automobiles in general - I learned a great deal. I also became involved with a variety of other club activities which included garage tours, plant tours, tech sessions, show and shines, lapping sessions, drag racing, and more.

I also discovered that there were annual National Zed Car Conventions hosted by clubs in various cities all over the USA. Some of our members had attended several of these National Conventions and even entered their cars for judging. They indicated that Mr. K sometimes attended as a lifetime honorary member.

At the time, I had to ask who was Mr. K.?

A few years later, a National Convention was going to be hosted close to Ontario in York Pennsylvania and I was going to attend.

The problem I had was that the club at that time was primarily composed of males and only the guys were driving down. My wife Susan wasn't going to have any of that and insisted on attending the show also. The guys that drove down were kind about having Susan come along with us. Jerry Barvinek with his dad, Rick Scott, Bill (can't remember his last name) Laverne and Edward Burkhart, Sue and I all drove our Zeds to the Nationals in York Pennsylvania on July 22, 1997. What a blast it was to drive in a convoy of beautiful sports cars though the Allegheny mountains - our first Zed tour. Lots of heads turned to admire our cars as they flew by and some even tagged along with our motorcade.

As soon as we arrived we registered, settled into our room and then headed down to the Texas Chili dinner. After a few margaritas and a bowl of spicy Texas chili, I met an interesting fellow with an interesting nickname of Mad Mike. I have had the pleasure of meeting Mad Mike several times over the years and he unbelievably remembers my name each time we meet. While sipping on my margarita, I noticed an older distinguished fellow walk by. I gave Lavern a

look saying with my eyes "Can that possibly be Mr. K.?" Laverne simply gave me a knowing smile to acknowledge my guess.

The next day, at the judged car show, Mr. K sat at the entrance for hours autographing anything that people brought to him; visors, fenders, bumpers, rims, seats, posters, ownerships, glove boxes and shirts. He was unbelievable and he thanked people for asking for his autograph. I personally had several items signed by him and he thanked me every time. The man was kind and humble. Mr. K. later toured the judged show and participated in several of the activities offered by the White Rose Z Club.

At the final banquet, we had the pleasure of hearing Mr. Yutaka Katayama speak about his lifelong love of motorcycles and automobiles. You must understand that these machines were just being produced at that time in history and that they weren't very common. He also talked about the war and how that influenced Japanese automobile production. He explained how he was sent to the USA in the 1960's to start the Datsun division of Nissan and how he was trying to break into the difficult American automobile market. He spoke about how the North American market needed larger cars because the drivers there were physically larger and that their cars had to be able to have enough power to drive on American super-highways. He also encouraged the development of faster cars - "ones that would win races" and then outlined how he was involved in the creation of the 240Z, which turned out to be the winner for Datsun. I remember in the early 1970's that everybody wanted a 240Z. They were a hot item, good looking, fast and reasonably priced.

Mr. K.'s speech gave us a personal glimpse into the history of one of the iconic sports cars of our time. Sue and I feel privileged to have been there to learn from Mr. K about how our prized Zcars developed.

I recently sent an email of condolence to Mad Mike Taylor who was in Japan for Yutaka Katayama's funeral. Mike replied to my email immediately and I just had to share his reply with our club members because his words express best why we are all such good friends through Mr. K. and his beautiful car.

Pete/Sue:

A sincere thank you for the kind words and thoughts - it has been/is a rough time right now. Knowing this day would come is one thing intellectually, but experiencing the actual loss is overwhelming. As I sit here typing through the tears memories of the laughs he and I had and good times come flooding back and help balance the overall grieving process. I was fortunate to have had a private viewing after landing late Monday afternoon followed by being honored to be invited to the family funeral services on Tuesday morning. We always had a laugh and his sense of humor was boundless - he called me his Big Brother and I called him my Elder Brother - what a character! The few months short of the two decades of our friendship went by too quickly and reinforces my resolve to do the things needed today rather than wait for tomorrow which may never come.

I've spent the time since the services with my good friend Tetsu, his family and close Ultimate Z Club members many of whom I have known for over 18 years - just proves how fast time flies. As I sit here in the peaceful quiet of a cold Japanese winter morning [currently 5:45am Friday morning] I am preparing to pack and return home later this afternoon - life goes on for us all. A comforting thought is how one man's passion expressed through a car has had such a profound impact on the Z lovers worldwide and brought so many of us together from different walks of life to form lasting friendships such as ours - remarkable when placed in a macro appreciation of his accomplishments.

So my friends, please pass along my thanks and his family's thanks to the other Canadian friends I've made because of our love for his car - he will be sorely missed but not forgotten every time we start up our Z's. Thanks again for the support and I look forward to visiting with y'all again at some future Z event to have a drink and a laugh and Love Cars, Love People, Love Life.

Z ya>>> Michael M. ["Mad" Mike] Taylor ZCCA Liaison - Japan

My time Capsule in memo

Laverne Burkhart

- Fall of 1990 while on a "car hunt" holiday in the south western US my brother and I stop at a garage with a Z car outside. That evening we are introduced to "Mad" Mike Taylor at a Texas Z Club meeting.
- 1993 attended Z convention in St Lois MO. I was hooked! That's another whole story. In the fall of 93 I started a renewal of my red 73 240 in preparation for the 95 Convention in Georgia.
- July 1995, Ed and I were formally introduced to Mr. Katayama and Kenji Sato at the Atlanta BarBQ. (photo) as the 'Canadian Brothers' with award winning Z's. This was the first year of Mr. K's attendance to the International Z community of folks, thanks to Mike Taylor.

- Over the next 8 years Mr. K became what I would describe as a "Father" figure replanting his inspiration of the Z in the hearts of everyone who attended a Convention.

Soft spoken, humble, always with a twinkle in his eye, and ready to make a humorous quip. When he spoke, the room was silent –you could hear a pin drop as we listened to his inspiring and challenging experiences with Nissan.

Mr. K realized his personal dream with the 'Flying Feather' and his dream of a sports car for the American people and beyond.

Patience, and encouragement was evident as he autographed most every

part of a Z that was removable for Convention goers. He had a keen eye for the purity of a Z and the desire to experience the extreme!



'95 brothers with Mr. K and Kenji

'95 my "240" at speed signed by Mr. K the following year



Love Cars, Love People, Love Life!

-Mr. Utaka Katayama

Handwritten signatures and notes: "Y. Katayama" and "28/02/95".



ry of Mr.Yutaka Katayama

ZCCA/ Mike Taylor book "Mr.K"
A Man Who Realized A dream in America

An Invitation from the Z Car Club Of Georgia



Frank Monsowetz, Manager of Nissan Motorsports, a Nissan employee for over 25 years and a long-time friend of Mr. K's, gets ready to help him into car #75.



Mr. K chatting with Nissan's race car driver Johnny O'Connell at Road Atlanta in Georgia. O'Connell was a regular competitor in the 300ZX in the IMSA GTS series.

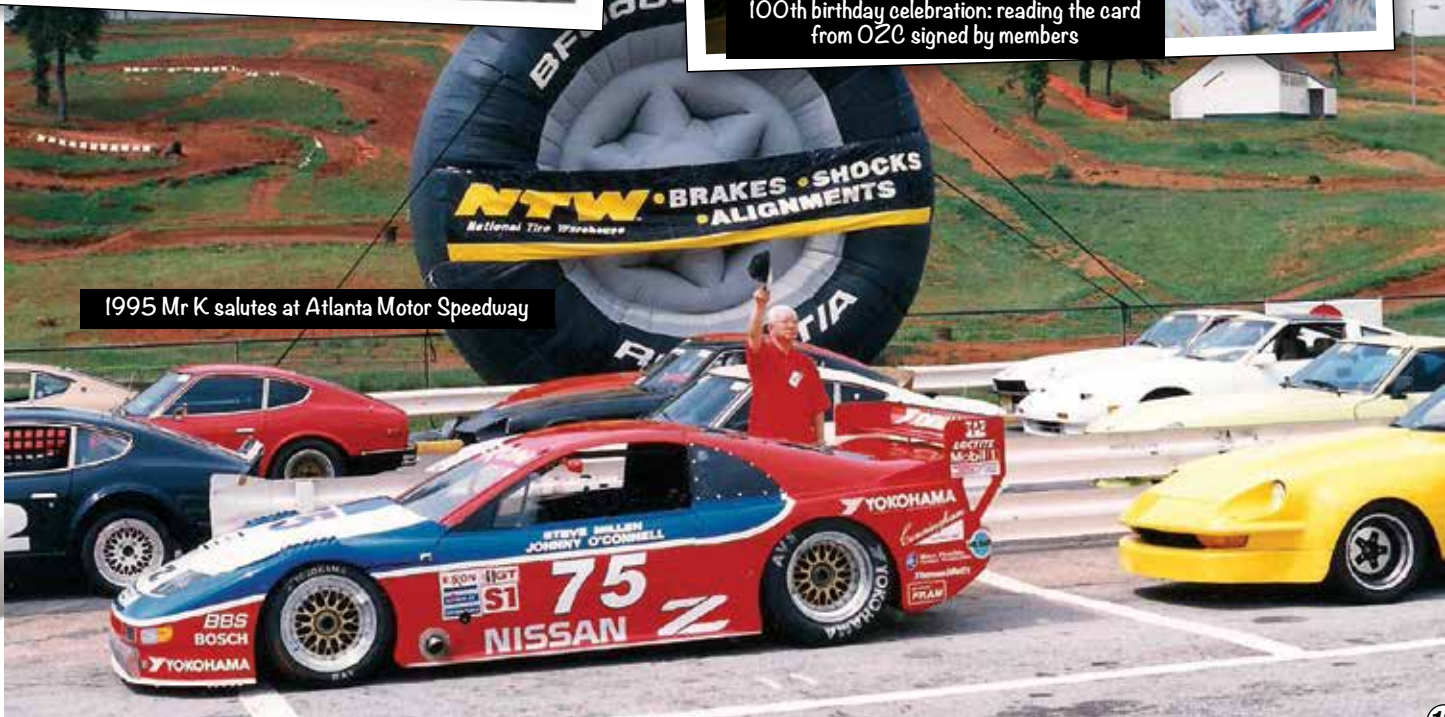
At Road Atlanta, the famous racetrack, a number of motorsports events took place. Nissan took several racing cars to the track for people to see, including the IMSA 300ZX which won at Sebring. Several members were given rides in this famous racer (car #75), driven by Johnny O'Connell. Naturally, Mr. K had to have a ride, and Johnny said afterwards that all his passenger kept doing was giving him the thumbs up, indicating he wanted more speed - obviously 160 mph was not fast enough for Mr. K!

100th birthday celebration: admiring the Inukshuk carving presented by Ontario Z Car Club



100th birthday celebration: reading the card from OZC signed by members

1995 Mr K salutes at Atlanta Motor Speedway



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You will be able to order club merchandise and we may have some limited inventory on hand to buy that day. New and returning members can pay their membership dues for 2015. Come on out & meet some of your fellow OZC members. Find out more about our events & road tours planned for this year. Get some details on our bid to host ZCON 2016!

BBQ food and beverages will be provided at a nominal cost. Purchase our 50/50 draw tickets for a chance to pick up some cash.

If you would like a display table for your parts, the rental fee is \$20.00 per table, on a reserved basis. If you are bringing a trailer or selling from your trunk, outside in the parking area, there will be no charge. Either way, we need to hear from you for planning purposes.

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(416) 665-2220 or by email at
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BEFORE April 18 to reserve your table.

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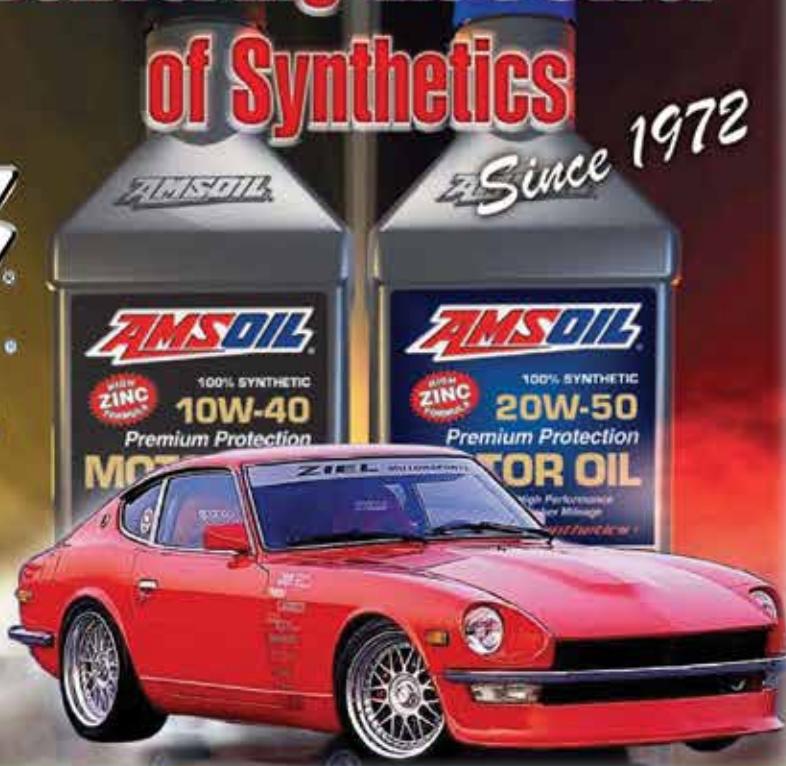
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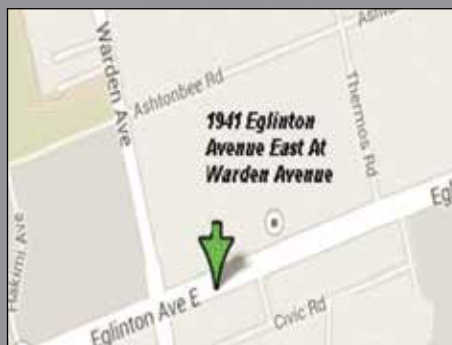


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