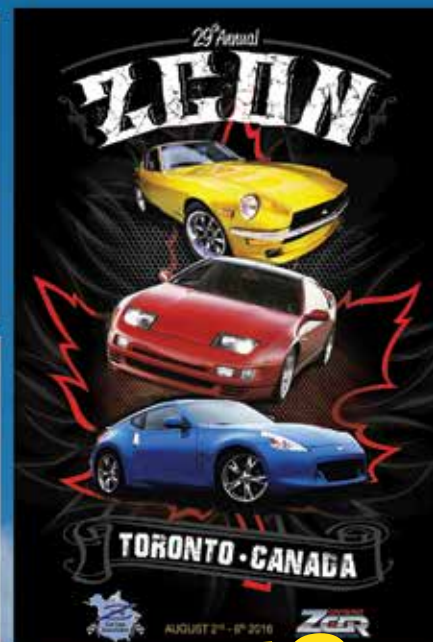
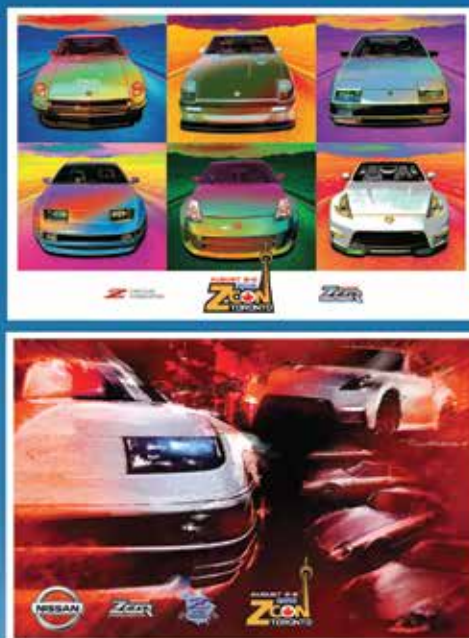
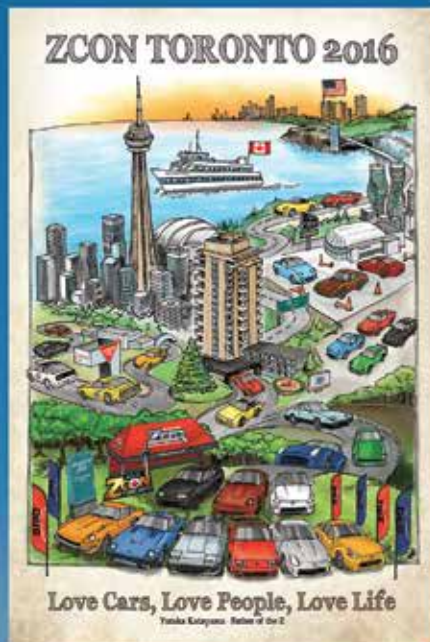


ZEDLINE

SUMMER/FALL 2016

A publication of
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What a relief, what an event!

Did you hear that collective sigh of relief that echoed across GTA on Sunday, August 7th? That was from the 2016 ZCON organizing committee and all of the volunteers. Two years of hard work and planning paid off with a grand slam home run of an event that will go down as one of the best run Z-Cons in recent memory! I had every confidence that Z-Con 2016 would be a tremendous success because I knew Mauricio and his team were not sitting idly by expecting everything to simply fall into place. I'm so impressed with all of the hard work and dedication of this team. They all sacrificed huge amounts of their own personal time to make this happen, and that was evident everywhere you turned throughout the week. Everyone involved should be extremely proud of their efforts.

Some might think it's as simple as booking a hotel and selecting a few pre-canned events, but nothing could be further from the truth. Every venue had to be carefully scrutinized to meet our particular needs, taking into account our prospective number of participants and their budget for the hotel and events. There were also the logistics involving travel between the various locations, value added services on offer and so on. Then, contracts involving tens of thousands of dollars had to be negotiated. There was also a website to create, and artwork and promotional materials to design. Potential sponsors had to be identified and encouraged to contribute. There were registrations to track, trophies and memorabilia to select, volunteers to organize... The list went on and on.

But it was all worth it! Feedback has been pouring in, and it has all been positively glowing. Our club demonstrated its passion and enthusiasm for Z Cars to a North American audience that no one will soon forget and it was a fantastic opportunity to get to know our fellow enthusiasts from not just Ontario, but from across an entire continent. My Facebook feed exploded with so many reviews, pictures, videos and friend requests I gave up trying to keep up! We've earned a lot of positive publicity that will help to attract new members and strengthen sponsor partnerships that will keep this club strong for years to come. I've got to tell you that this has been such an inspiration and reminder of why I own a Z-Car and am a member of a Z Car Club.

It's going to take some adjustment to get used to the pace of life post-ZCON. But there's still work to be done. We obviously missed our 3rd quarter issue of Zedline, and our apologies for that. But I hope you'll forgive that in recognition of the monumental undertaking of the last minute preparations for ZCON. To make up for it, we've expanded this issue with additional coverage of ZCON. Preparations are currently underway for our year end social. I'm sure everyone is looking forward to connecting again soon to share our memories and experiences for what has been an unforgettable year. I'll see you there!

Nigel White

PRESIDENT - Ontario Z-Car Owners Association



Taking care of the master of ceremony duties at ZCON 2016

Mission accomplished!

Rajinda Gunasena

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

"So dude, are you going to sign up for the team? You haven't put your name down yet..."

That's pretty much exactly how I remember the words spoken to me by my buddy Mauricio Gomez. We were playing a round of golf in Hamilton over 2 years ago when the subject came up. The club had finally decided to move ahead and pitch for the 2016 ZCCA convention with Mauricio heading the group as the chairman. He'd sent out an e-mail outlining the positions on the committee, expecting members to volunteer and I had not yet signed up. I was going to be there for sure but was not sure where I would be best suited. Creative work, advertising and marketing was an obvious choice but Jason and Will had already volunteered for the marketing position. A few months earlier Mauricio had mentioned that he needed a co-chair to back him up, in case his family commitments got in the way.



The committee surprised me with the special mention



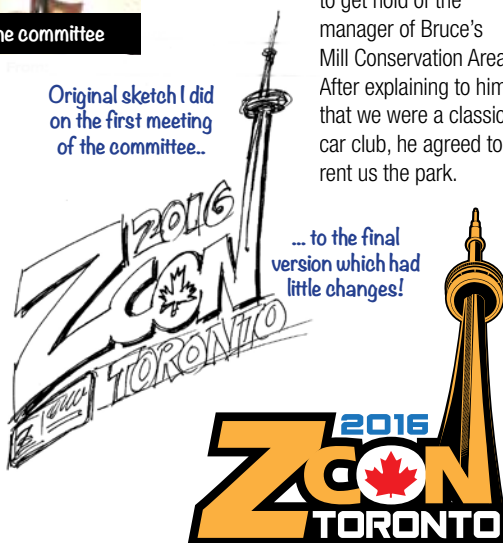
Mauricio getting an appreciation plaque from the committee

So I told him I'd be his co-chair along with being the main creative source for... well everything!

The rest as they say is history. 2016 ZCON Toronto has become the talk of the Z car club world, the best according to some who had been to almost all 28 previous ones. We had a fantastic group, hard working and dedicated individuals and our mission was to make ZCON Toronto the most memorable and the best ever. It wasn't just one thing that made our event a success. Almost every aspect of the 5 days was taken care of in detail. We had members who'd been to many ZCONs and they knew what worked and what didn't. We spent hours and many miles driving to meetings, to locations for potential venues and to meet sponsors. We had the budgets worked out and every cost analyzed to make sure we got the best deals. Promotional materials were sourced out from as far as China and ordered ahead of time.

One of the main things Mauricio and I wanted right off the bat was to have the car show in a park setting, on grass. A hard thing to achieve for that many cars, especially when Parks Ontario no longer allowed vehicles to be parked on grass. The other thing was to get some major sponsors on board to cover our costs, especially for the track day and our mounting costs for promotional materials. After searching for months, many phone calls routed around, I was lucky enough to get hold of the manager of Bruce's Mill Conservation Area. After explaining to him that we were a classic car club, he agreed to rent us the park.

Original sketch I did on the first meeting of the committee...



The main 2 Canadian sponsors came about in a different way. One of my golf buddies knew a V.P. at Canadian Tire Corporation. Although I had met him once before I wasn't as close as my buddy.

At that time, only Mauricio & Lou knew that I was trying to talk to this contact and we all waited patiently to hear back from him. Finally he came through and Mauricio and I met with the Director of Marketing, Automotive Division at their corporate office in Toronto. He was extremely keen on taking care of the track day! That was an amazing turn of event for us and we came out of the meeting beaming like kids with a bag full of candy! I don't think anyone on the committee expected such a big commitment from a sponsor. It also spurred us on at a subsequent meeting with Nissan (Canada) who also became interested in being a major sponsor. After all, our cars are built by them and they wanted to be the presenting sponsor with an even bigger contribution! Thanks to these two Canadian sponsors and many US sponsors, we were able to put on great show and break even. (rest of my ZCON experience continues on page 22 & 23)

In this issue of Zedline, you will find other ZCON stories as related by other committee members and volunteers. We are making this issue a combined one for Summer and Fall. Obviously, we missed our summer edition with all that was happening with ZCON. So in this issue, you will find much more to read, covering almost all the tours we did this year. Believe it or not, the club did function and we had our full schedule of events while organizing ZCON 2016. Starting from our Spring Swap meet, the season opening Halton Hills tour to the subsequent tours for Tobacco Roads, Calabogie, Eric's Cottage & Plunkett's car museum. All are covered in this issue. There are stories of the main event, ZCON 2016 from many perspectives with lots of pictures. Finally you will find the details of our year end dinner/social scheduled for Saturday December 3rd. Hope to see you all there!

NewbieZ

Tom Lupu
 Nick Ivetic
 Jeremy Finlayson
 Marty Goetz
 Robin Kapoor
 Brian Edwards
 John Novorolsky
 Carlo Pirillo
 Ical Lawrence
 Shaolong Shi
 John Elfstrom
 Kevin Owens
 Christos Natiotis
 John Charno
 Darren Crouch
 Jas Bajwa

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 to re-join OZC and be part of the largest, most exciting Z-Club in Canada!

Bob Chwalcyk
 Membership Director



ContentZ

2016 SUMMER/FALL COMBINED ISSUE

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Contributors:

Nigel White • Howie Yoshida • Jason Okolisan • Rajinda Gunasena
 Glenn Walker • Karen Gracie • Brian Gracie • Eric Zondervan

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2016 SPRING SWAP MEET at BRANTFORD NISSAN

The traditional kick-off event for OZC has been the Spring Swap Meet each year. The event location seems to flip flop between our 2 biggest supporters, Whitehead Performance and Brantford Nissan. It was Brantford Nissan's turn this Spring and their Parts Manager and well past due former OZC President Rick Scott rolled out the welcome mat for those attending. Rick picked an earlier date in April, Sunday the 10th to host us.

To encourage a good turn out, Mauricio invited the guys from VQ North to come out too. They had planned to meet up at the swap meet with their guys, spend some time there and head off for a lunch date. As the word spread, we were told to expect upwards of 30 cars or so. Rick had to set up contingency plans to park all the added cars. As it turned out unfortunately, the weather forecast threatened cold temps and the possibility of snow too. Well that killed the numbers for the VQ North group but they still showed up to check out the car parts anyway.

It was much better this year to set up inside the shop as the cold temperatures that day were not so inviting to be selling out of the back of your Zed or whatever. A quick look around inside confirmed about 10 tables set up with various guys selling a variety of parts for all of the Zed generations. The OZC club table was set up at its usual spot to do our club business again.

The Spring Swap Meet is always a good opportunity for guys to renew their memberships for the new year and to sign up new ones too. To that end, we renewed 12 guys and added 4 new members, a good day for us. ZCON was front and centre too as both Mauricio and Raji had their laptops out to register those interested in attending the upcoming convention that OZC is hosting in August at the Westin Prince Hotel in Toronto. They collected over \$1200 in registration fees and signed up about six more members to the convention. Not to be pushed aside, Terry Weston our Merchandise Director was selling hats and golf shirts with the new OZC logo.



They looked really great and sales were brisk.

Outside despite the cold temperatures, Rick organized a BBQ of burgers, sausages and hot dogs

for the hungry crowd, all being run once again by Why Not City Missions (WNCM) who we have partnered with in the past at the swap meet and Z-Fest too. WNCM supports the at-risk youth and the homeless population, in various locations since 2002.

As the day wound up in the early afternoon, we held our 50/50 cash draw. The winning ticket belonged to our member Paulo Conceicao who had already left for the day. When contacted later on, Paulo declined the money and generously said to give to the Why Not City Missions group. Thank you Paulo for your generosity!

Howie Yoshida

Getting the most from the website.

From a Computer: When you open the website, www.ontariozcar.com, this is what you will see:



Anyone can browse this page, you don't need to be registered on the forums or logged in. Look across the top red bar which is the navigation bar. When you first open the site, you will be at the "HOME" page, the first choice on the left. Clicking this button will always return you to this page. There are no other choices under "HOME". Some of the other buttons on this bar will have drop down choices, which will take you to different sections. You can identify these with the tiny upside down arrow next to the button word. If the drop down options didn't show up when you hovered over "THE CLUB". Click on the little down arrow to the right of the words.

i.e Moving the mouse over "THE CLUB", You will find four drop down choices you can click on. However clicking on "THE CLUB" it self will take you to a page as well. This is true with other buttons such as "MEMBERSHIP", "EVENTS CALENDAR" and "SPONSORS".

Below the Navigation is the "Feature box" which will show revolving images, with clickable button or word. These will take you to NEW articles within the site, which will be updated

when events happen. If you want to look through this feature box, you will see arrows on the left and right side of the image

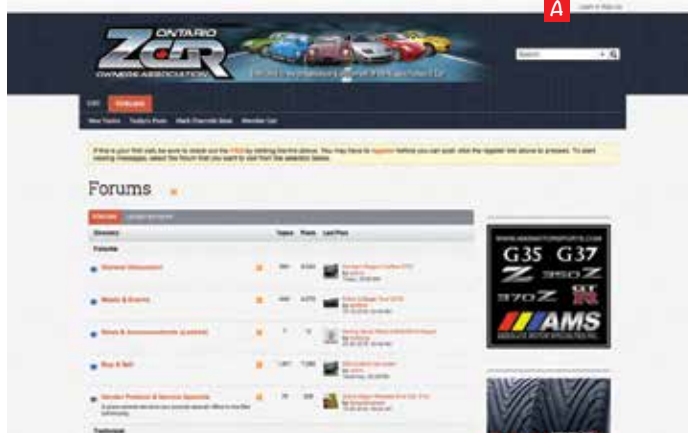
Below the feature box, is the "EVENTS CALENDAR" which gives a quick look at the upcoming events. Please note that the default set up only shows few of the events and does not show all the events for the month or year right away. You can scroll through the calendars with the arrows in this box:



However a better option is to click on the words "EVENTS CALENDAR" on the main RED navigation bar. It

will get a lot more options for searching through the calendars. When you find an event you are interested in, click on the title of the event and you will get the details. You are encouraged to click on all the options and take advantage of all the work which has been put into setting up the web site.

The area which gets the most attention is the last one, "FORUMS"



To log in: Look for the tiny gray print Login or Sign Up in the top right corner **A** just above the blue denim background. The instructions which follow are pretty straight forward. You may have to wait a day or two to be approved, as I am vetting all applications to prevent spammers signing up.

Please direct any inquiries to me, Eric Zondervan, zedfoot@rogers.com. In the next issue I will address any problems you have brought to my attention and go through any quirks related to accessing the site with a smart phone.

Eric Zondervan

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Halton Hills Tour kicks off the 2016 driving season

TourZ



Jason Okolisan

Thank you to everyone who participated in our first tour of 2016 - Halton Hills - on Sunday May 22. We had fantastic summer like weather which made for a really enjoyable day. All the feedback I've received indicates that everyone had a great time and the event went smooth, without any significant issues, which is remarkable considering there were 30 cars, more than I was expecting.

Spring was slow to arrive this year with the original date May 13 feeling like winter so I bumped the tour to the following Sunday hoping for better weather and it proved to be the right decision. The unfortunate part is that changing dates resulted in losing some key members who are part of the core tour group - Mauricio, Lou, Rajinda and Will went to Z Dayz in North Carolina for the Victoria long weekend.

The Halton Hills route was fun and most of the roads were in good condition. Thank you to Erle for his help with mapping the route and the other group leaders; Eric and Brian. Splitting into two groups didn't work as well as previous years as we got mixed up and lost several cars in the early going but everyone managed to regroup at the second stop - Spirit Tree Cider in



Caledon. Unfortunately Eric's group 2 didn't make it to the Campbellville legion parking lot for the photo shoot because his GPS mislead him however we did reconnect with his group at Rattlesnake Point.

The route was approximately 140KM from the starting point in Milton to the last stop in Erin. These secondary

biker roads are all paved, very windy with lots of elevation changes to provide driving excitement.

This fun and relatively short cruise was centrally located to bring together members from the East and West. It was nice to see some new faces out as everyone was eager to do some pleasure driving with the tops off on that hot spring day.

The tour departed at 1pm after the joint East/West meeting at Montana's in Milton. The route took us through Speyside, Campbellville, Twiss Road, Rattlesnake Point, Limehouse, Glen Williams, Spirit Tree Cidery in Caledon, Cheltenham Badlands and Forks of the Credit Road. The tour finished at the Busholme Pub in Erin at 4:30pm. About 30 of us congregated in the party room to reflect on a great day of driving and fellowship.

It was a great group out for this afternoon tour. A mix of long standing OZC members and new members excited to get involved in the club. This afternoon cruise was the first of eight OZC tours planned for 2016 and a great way to kick-off the driving season!



Fire breathing dragon Zlayers!

Rajinda Gunasena

I had a blast in 2015 at ZDayZ with my buddies Lou & Mauricio and we were also joined there by Chris Karl and couple of his friends from Fontana Hills. This year we had another reason to attend, ZCON 2016. ZDayZ organizer Brian Settle had generously given us an opportunity to promote our event to his participants. His attendees were mostly young, driving Z32, Z33 & Z34 cars and perhaps not the exact age group that ZCON attracted but that didn't stop Mauricio and I from trying to convince them to come.

The two of us drove our Zs with Lou joining as a passenger and part time driver. We started our journey to Ohio to meet Chris Karl at his home in Cleveland on a Wednesday. I had never been to Chris's place and had only seen pictures of it. To say he has a very impressive, garage, storage plus a mini museum of memorabilia, would be an understatement. I could try to describe it but words would not do it real justice nor the appreciation one would get just being there. His garage had everything, including the right equipment to roll a fender, which he offered to do when I casually mentioned that the newly lowered suspension of my car was causing my tires to rub on the rear fenders. He warmed up the body panel, and rolled in as much as he could without cracking the paint! That night four of us went out for dinner in Chris's pickup truck, to a small roadside bar he recommended for some of the best wings. We each selected our flavours based on our individual ability to deal with the heat. Being the brown guy, I ordered something really hot, as did Mauricio who could handle the heat pretty well. Lou however is a novice when it came to any kind of heat and ordered himself sweet thai while Chris ordered a flavour called "ghost pepper" wings. That turned out to be one of the hottest sauces even I had ever endured. Mauricio and I tried couple of those wings as Chris couldn't finish his portion and we got them packed to go.

Next day we drove off very early and were half way joined by another Clevelander, Kyle and his buddy in a dark grey Z33. They would be sharing the cabin with us for couple of days and drive with us. We reached



Bonfire on top of the hill, with the Zs parker below



King Louie on the throne at the Duty Free shop



Chris, ZCCA Director wears many hats

on beautifully without any over or understeer. However towards the end of the second day I felt a different response from the steering wheel. Steering was crooked although the alignment seemed fine as the car drove smoothly in a straight line with no wobbles. Lou drove my car for couple of kilometres, and radioed back saying he couldn't drive it. The steering response was so awkward he was scared of ramming the car on to a rock or worse, down a hill. I had gotten used to it somewhat and drove the rest of the weekend and back to Toronto, where I found out the reason for the issue. Worn out steering bushings!

Meanwhile, on Friday evening back at the Fontana Inn, we attended the opening shenanigans. As always it was fun to listen to Brian's antics as well as Mad Mike and others. We handed out our ZCON postcards, stuck them on windshields and gave our business cards to vendors who were attending the event. After that we headed back to our cabin where we had planned to have a BBQ with an open bonfire. This was a tradition we started a year ago which included some amateur pyrotechnics. So when we stopped to pick up some "accelerants" earlier that day during our driving sessions, I was expecting something big. However that surprise didn't come from the fire alone!

Before the bonfire we were getting ready to BBQ when Mad Mike dropped by our cabin for a chat and a drink. Out came the chips, nuts and of course the left over "ghost pepper" wings we had brought from Cleveland. No one seemed to want them, except for Mauricio and I as we bravely tried them again. Before long both Mauricio and Chris, with some encouragement from me too, were trying to convince Lou, that he could handle the heat. It took a while and probably aided by the alcohol he had consumed, Lou decided to take the



A car guy's dream garage!

Fontana on Thursday afternoon and the fun had already started as we passed tons of Z cars tearing down the TOTD. The weather prediction for the ZDayZ weekend was not favourable for driving. So we decided to hit the road on early Friday morning to cover as many miles as we could. Once again the roads never disappointed us. Except for short drizzles that came and went, we had perfect weather for the entire day. I really enjoyed the way my new lowered suspension felt. Going into the corners I could push the car harder, as it held

dare. The thing with these ghost peppers were that the moment you bite into them, you felt it! And I mean everywhere in your mouth. I believe Lou took only one bite and before we knew it, he was running around cursing and screaming from the top of his lungs. He was cursing all of us individually, face as red as a chilli pepper and sweating and looking to douse the fire in his mouth. None of us had ever seen Lou this way. Never seen him react so loudly, even by his standards. He went on for quite a while, and it even startled Mad Mike a little, who stood there dumb founded. Lou drank everything he could think of to settle down his burning mouth, including milk, something he admitted he NEVER drinks!

they could look forward to. During the awards the boys nominated me as the longest driven Z from Markham Ontario, against another fellow Canuck who had driven from Toronto, and I won. Turns out I didn't even have to be in the car show!

That night we continued with our bonfire theme outside the cabin. The word must have gotten around the resort as we noticed a few onlookers from neighbouring cabins checking in on our activities. James Roark who'd missed the fun the night before was there with his usual beverage, which rhymed with Sunshine! The party was on and the boys were in high spirits

That was enough fun for us, and we were about to turn in for the night as the fire slowly died down with the slight drizzle of rain that had started. But by then a few onlookers from nearby cabins had joined us, having witnessed the fire ball and expecting more fun. One of the new comers suggested tobogganing down the driveway which had a fairly steep slope that prevented us driving the Zs up to the cabin. It did seem strange though as there was no snow, no sled and at the bottom of the hill, our Zs were parked and exposed. Russell found the lid of a nearby garbage can. He turned it upside down and sat on it, while a couple of the young guys decided to push him down the slope.



The gang at the Deals Gap, Tail of the dragon



Later that night after Mad Mike had left, Chris got the fire going outside the cabin. Like the year before we enjoyed dragon-like flames that was created by spraying some accelerant. Quite appropriate I thought since we were at the foot of the Tail of the Dragon. We were soon joined by Russell Neal DiVittorio, a young Texan who drove a deep yellow Z32 turbo monster that literally spat out fire from the exhaust! He was an expert in building a tepee out of the firewood, to keep the fire going tall and strong. He walked around the cabin in the dark looking for dry branches and breaking up tree trunks to add to the growing fire pit. Soon there were other things dropped on the fire to make it more exciting. Let's just say they were not marshmallows and they did give out a loud pop once in a while. Thankfully, it wasn't dangerous to harm anyone, create an issue with the resort or Zdayz. That was night two.



Lou and my self taking on the dragon

Saturday was the car show and since Mauricio had entered his highly modded 350Z convertible for the show, he stayed back to clean his car and also promote ZCON while the rest of us took off exploring many twisting roads in the mountains. It was a quite a rainy day, and we had to drive further away from Fontana to find some dry roads. We even came across one of the thickest fogs we had ever encountered on top of the Cherochala Skyway where we could barely see the tail lights of the car in front. We drove carefully around the area, checking the usual scenic locations like the Bridal Falls and returned in the evening in time for the closing shenanigans. The three of us along with Chris & Mad Mike showed our ZCON video, which got a great response. We spoke to many interested groups of people, spreading the word about Toronto and what

around the big fire occasionally popping a few sounds. Someone insisted that we just throw a whole can of accelerant into the bonfire! Having seen how the flames reacted to it, and popped, that was a bit of a scary suggestion. We managed to hide the accelerants for a while, but someone got hold of it and threw it in anyway. There were about six of us who just dashed behind the cabin for cover. Chris had his phone out recording the fire as did Jimmy, although he was halfway up the nearby mountain behind the cabin. It didn't take long as the whole fire pit exploded, sending a fairly big ball of fire into the night sky. We were stunned but were also laughing our asses off. We were also sure everyone in the resort had heard it. We checked Chris's video and at the time of the explosion the whole screen goes white and stops the recording. Jimmy had a better angle and got a recording of the huge fireball!

The road was wet and a bit slippery but only halfway down the slope and he was stopped. Too much traction! Someone brought more water from some where and threw it on the road, and sure enough on the next run, Russell almost reached the bottom of the hill. But that was not enough for the growing group of partiers. They wanted to see if anyone could not only go down the hill, but also cross the road onto the grass. By now we who started the bonfire were just watching a group of youngsters being crazy. We were too old to try what they did, not wanting to break our bones, although I distinctly remember Lou volunteering me for a ride down the hill. I guess he was trying to pay me back for the ghost peppers! I didn't fall for his dare and wasn't going to be like Chevy Chase in National Lampoon's Christmas Vacation! Ironically just like in that movie, the guys decided to use grease to slide further, this time using it on the road. A couple of guys from the cabin across brought a tray of left over BBQ grease from their dinner and sure enough it took Russell and the garbage bin lid all the way down across the road onto the grass. Mission accomplished and no Zs were hit or damaged!

The next morning we packed all the goodies we got from Z1 Motorsports, and left early for Cleveland and then on to Toronto. It was the craziest fun I have had in a long time. ZDayZ is an amazing event. They promote safe driving and clean fun for everyone. It's just that a few of us tried to relive our hay days of being boys, although we had left that town a while back. We cleaned up the cabin and the firepit, making sure all things were in order. But we did notice the many skid marks down the slope, carved on to the driveway... I wonder if they'll still be there next year!

Glenn Walker

1971 Datsun 510

There are hundreds of car clubs across the country and around the world, many of which specialize in a particular area of interest. The classic cars, the exotics, the tuners and more recently lowriders, rat rods and in Japan, Bosozoku style. Bizarre tho they may be, they represent an idea, an expression of interest and a coming together of similar tastes. For my part, I have an interest in Datsuns; specifically the 510 produced from 1968 through 1973. The trouble is there are very few Datsun 510 clubs and none in Ontario. What can one do? Start a new club? Seems like a futile endeavour given the small number of 510's in the vicinity. I chose to join the Ontario Z Car Association. I felt initially to be on the periphery and a bit of an outsider with my 510 however It didn't take long to break the ice as these club members know all about 510's. To my great relief they welcomed me into the club with open arms.

After all, it seemed to be the logical choice since the 510 and the 240z were designed and produced at roughly the same time. They share many technological design principles and therefore could be supplied from a common parts basket. The L16 motor in the 510 is an L24 with two cylinders lopped off. The elements of design selected for both cars included four wheel independent suspension, front disc brakes and flow through ventilation. These were important features for a car in the late sixties and early seventies. Such innovations were only offered on high end vehicles or as options. Nissan made these and many other features standard and at a price point that would entice North American buyers to give this foreign automaker a try. These buyers would not be disappointed. The 510, offered in two door, four door and wagon would become the best selling import in 1972 with 300,000 units in the US. Launched in 1968 the 510 was an instant hit. This was followed in 1969 with the 240z which set a new benchmark for sports cars. In 1971 and 72 the 510 won the SCCA Trans-am championship which consolidated Datsun's place in the North American auto market. The success of these two models is the stuff of legends and so it's not surprising that auto clubs would form around the this Marque.

Peripheral Vision



Years later the OZC association is stronger than ever and for this member, it has been an opportunity to get to know many talented and knowledgeable car enthusiasts. The highlight of this year was without doubt ZCON 2016, the Z Convention held in August. I played a small role as a volunteer and was rewarded with a tremendous collection of fond memories and experiences which will be in my mind for years to come. The track day stands out as my favorite event. I recall racing around the Mosport Grand Prix circuit with all these Z cars in my peripheral vision. Some would pass me, others would be passed by me but in either case the experience was exhilarating beyond words.

I may not (yet) own a Z car and this may place me in the periphery of the Ontario Z club but it sure doesn't feel that way. I feel fully engaged in the competitive activities and the social aspects of this club. The members of this club welcome all motoring fans and all the Nissan models including the 510, 240sx, Sentra, Skyline and Altimas to mention just a few. The vision of these members is to be inclusive of all and to leave no one on the periphery and for that, I thank you.



Volunteer force...

Eric Zondervan

ZCON 2016 was a glint in the eyes of Enrique Preza and myself as we drove back from ZCON 2009, San Antonio. We discussed how we could do this in Canada, but that's as far as it went with me until an evening in a bar in Hamilton prior to Z-Fest 2014, where a group of Ontario Z Car exec and Chris Karl of the Z Car Club of America discussed how it could be done. Eventually a group of as many as 15 dedicated OZC members started having meetings. We met more and more frequently, mostly in Woodbine Nissan's board room. By July of last year, we were meeting twice a week.

Initially, everyone was assigned a responsibility except me, so I said I'd fill in wherever I was needed. It became obvious that we were going to need a lot more than our core group the week of the event, so I was "volunteered" to find enough people. I remembered that for ZCON 2015 in Memphis, the volunteers were coordinated through a website called VolunteerSpot.com. (now called SignUp.com). I checked it out and it seemed quite easy to use so I created several job descriptions, then put the word out via mass email, Zedline, Facebook and personal contact. I had a very encouraging response, so was able to put the other members of the committee at ease. About

10 days before the event, I called a meeting in Sunnysbrook Park of the many volunteers, which went very well. Several who attended had only signed up for one shift but as a result of the meeting, they agreed to doing multiple shifts. By the time the event began, we had over 50 people available. I will not list them all, at the risk of missing someone, but I will say there were some real standouts, who worked tirelessly all day, every day throughout the event. I can't thank you all enough for making my job so easy.

We were an exhausted lot by the end of it all, and really appreciated a party Edmarc hosted for us a few days after we had a chance to rest up. Everyone had a great time doing this for the club, and all agreed that we probably could be persuaded to do it again in a few years.

A position we hadn't thought of until just before the event was a general go-fer. Since my job of rustling up volunteers was over and I have a truck, I took on that task. To blow my own horn, I will say it became a pretty important function. Fortunately I had thrown some tools in the truck so was able to build stands and frames for signs, rig up ways to hang banners and move signs and equipment from venue to venue.

I left my Z at the cottage and burned through 2 tanks of gas in the truck instead. I found out that not only are convertibles not allowed on the track at Canadian Tire Motorsports Park, pickups are banned too. Next time I will find one more volunteer so I can participate with my car.

I did get to drive my car a lot preparing for Z Con. Erle and I mapped out several road rallies which we drove many times to make sure all the distances were correct and the questions could be answered. This was interesting and fun, especially since I now have 16" wheels so my odometer is off by 7%. Another challenge was that from the time we set them up to re-driving them just before ZCon there were signs down, businesses changing names and roads closed for construction. Not a lot of those who participated in the rallies submitted answer sheets, but any one I spoke to who participated said they thoroughly enjoyed the challenge. The winning couple, Jeff & Bea Fox, scored over 100%, because they answered all questions correctly and even answered some we didn't ask! If anyone would like to participate in these rallies, contact Erle at estrauss3@rogers.com.

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It all started in September 2014, on a refreshing sunny morning outside of Dean Michael's restaurant. A group of OZC members talked about the possibility of hosting the national Z club convention. I thought this would be something that would really interest me.

Toronto was decided upon already. Great! Mauricio mentioned that we probably had our host hotel, The Delta East. Piping up at that moment I asked if we could look at other hotels. Sure he replied and I was off and running for months and months.

Having volunteered as the Hotel Liason, Sue Radoja approached me and offered to look at other hotels with me. After 5 trips into Toronto, Sue and I arranged many appointments to check out the pros and cons of many different hotels. As well, Brian and I made many side excursions on our way to Ottawa, to also scout out hotels. Numerous discussions and meetings with the ZCON Committee were held going over what each hotel had to offer. It was narrowed down to two locations. The many, many adventurous drives on the 401 had begun!

Spring of 2015 was soon upon us and the ZCON Committee selected The Westin Prince Hotel. Now the work for me really started in earnest. There were countless phone calls and emails back and forth with the Westin Sales Manager that filled a lot of my days. Getting the room rate I wanted with many other concessions was not an easy task. You needed to be



A look into the life of a convention organizer

Karen Gracie

random stop months earlier. And yes, Mad Moose was created and became a part of us for ZCON 2016.

Always having the convention in my head, I also noticed a red & white maple leaf scarf at our local Dollarama. There was only one. I told Brian we need 40 more. They are just perfect for the closing banquet. So again leaving extra early for another meeting we stopped at 9 different Dollarama's from Woodstock to the GTA. Yes we found 40! Brian to this day does not want to look at another Dollarama.

Now 2016 is here and moving along. Hotel particulars need to be addressed. We need audio/visual. Many phone calls and emails were made again with third party companies. So many proposals to request from different sources and finally our hotel's in house company was selected.

We need bus transportation for our downtown events. Why not contact Tourism Toronto. That is what I did. A list of companies was given to me and so much time was spent making phone calls, leaving messages etc. etc. Thanks to our unlimited long distance plan! Our bus company I found was amazing. So many of us still talking about their dynamic school bus ride ever!!

Now hotel reservations are really kicking in. Monitoring every week where our room block is at. Some nights reaching their max peak. When to call to add



Mad Mike finds his long lost Canadian relative, thanks to Gracies

available so it was a go for our new dates.

bold and just Go For It! Work It! Work It!! Own It!! as an NFL QB commands in critical game time huddles. And that's what I did. After another drive to Toronto for another negotiating session with not one but two Westin managers, we finally agreed to all the contract details. It was work! Just after the contract was prepared and finally signed off, I was informed that our dates all had to be changed, another obstacle to overcome. Luckily everything at the hotel was still

Driving to Toronto for our monthly meetings at Woodbine Nissan always gave Brian and I lots of conversation. Thankfully we only had one mega trip, just under a 4 hour drive. The best part we sailed home every time. Making it even more interesting I wanted to leave extra early one day and drive to the OnRoute at Port Hope to check out a stand up Mountie Moose. I knew we needed to be creative. I had noticed it on a

rooms to the block. This was a constant weekly update with the reservation manager. VIP rooms needed to be booked. Tracking down their schedules with various ZCCA contacts was so important. All I kept hearing was how many hiccups happened at previous conventions with the VIP's. Many, many emails confirming arrival & departure dates, dates changing, guests being added on kept me on my toes.

Now it was time to pass me off to the director of catering and banquets. Again emailing back and forth and arranging meetings filled my days. Literally planning all our needs and requests for our 5 day convention including opening and closing banquets was a very tall order. Every table, every room, every A/V need to all our banquet food, I needed to think of it all. Choosing menus for both banquets without having a tasting was a worry. Filling out daily event orders to make sure everything flowed smoothly made me pay

2 hours away from our site event. Fantastic door prizes as well.

The end of July 2016 is fast approaching. Brian and I are all packed for our 8 day convention stay. Then one more phone call the day before we leave. Bob Bosse called and asked for a big favour. Z Club of Texas is all packed and have run out of room to bring the Margarita Mix. Can we find 31 bottles of Jose Cuervo Margarita Mix? Back on the phone to my local grocery stores and stores in surrounding towns



US & Canada themed decor



Guys take a break stuffing the many goodie bags!

to try and locate this many bottles. Again it was work but I was able to arrange two scheduled extra stops on our morning out. We found what he wanted! Finally ZCON Toronto is here. "Z" enthusiasts everywhere. So many faces I know but very little visiting time with each one. Westin Prince managers from all departments contacting me. Giving me Master Keys so we do not have to contact security every time we want in and out of our event rooms. Nissan Corporate giving me all their display vehicle keys and sponsors contacting me to keep important gift certificates etc. etc., I literally had post it notes on our TV many a time during the week to keep track of so many things. Constantly every day little fires had to be put out and attended too. Reaching out to the hotel contacts with the general running of the registration room and other related convention matters was very rewarding especially when people from every angle each and every day thanked you for everything you did. I really was so grateful.

Grateful to be part of the legacy of ZCON Toronto 2016. Just a taste in the life of a convention organizer.

attention to every detail. Just taking care of the Texas Chili Party was pretty intense. Bob Bosse emailed me their requests.

Three full pages of particulars for just that one event!! So many contacts had to be made over and over with the hotel. Wow! I guess this organization has come from my roots working as a staff nurse with 6 physicians in a very high volume clinic. Many times I heard from patients, I don't know how you keep everything straight.

ZCON meetings are now more frequent and I keep hearing sponsors are a big must. Well I added that to my plate especially finding local sponsors. Hours of speaking to managers proved so beneficial and wonderful donations poured in from my local town



The committee thanks Woodbine Nissan for providing year long meeting facilities



Registration open & Suds N Shine



Opening ceremony



Texas Chili Party





Judged Car Show



Dinner cruise



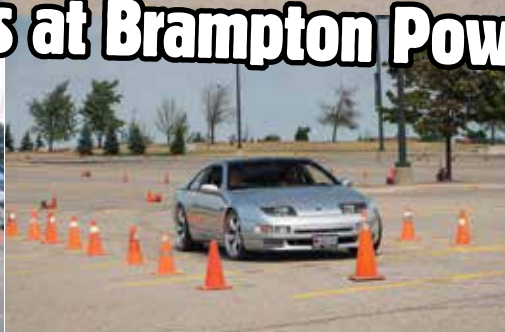


Track Day at Canadian Tire Motorsport Park





Autocross at Brampton Powerade Centre



Q & A session with 3 legends

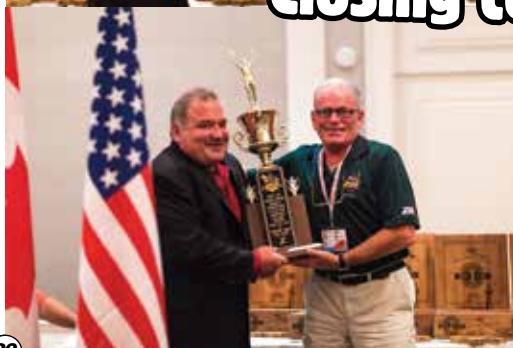




Peoples Choice Z-FEST at Bruce's Mill



Closing ceremony and awards presentation



Behind the scenes



Prep for registration



Many boxes to stuff



Edmarc with his complete family of 2 cars & GTR



Last 3 2 cars at the Hotel



Packed and ready to leave...



One last memory



Saying good-bye!



Letting it loose & Edmarc's place



After-Party!!!



Rajinda Gunasena

The last time I had tracked my 1990 Z32 N/A car was back in 1997, just 6 months after purchasing it and I first joined OZC. As I mentioned in a previous issue of Zedline, the club had a lapping session at Shannonville and I didn't think twice going for it. But I ended up with a blown engine. I promised myself that the car would never see a race track ever again and I stuck to that for another 19 years, until ZCON 2016 track day. Canadian Tire Motorsport Park is no ordinary track. It is the track you have seen on TV, and wanted to drive on, if you lived in Canada and southern Ontario. Since I couldn't pass up this opportunity, I slowly worked on the car, upgrading the suspension, lowering it and adding new performance parts and tires. I was lucky enough to test it in May at ZdayZ, driving on The Tail Of The Dragon. The car held up really well. However, coming back to Canada I found a steering issue, which turned out to be a worn out bushings on the steering rack due to a power steering fluid leak. Furthermore, the engine wasn't humming as it used to and while running around working on ZCON, I managed to get both these issues fixed at Woodbine Nissan, thanks to Amo Grazia, who tuned my Zed up to its maximum potential.

I had entered the autocross event, just to support Howie Yoshida, who insisted that more OZC members should join him, instead of being the only OZC guy there. So after getting the car fixed, I entered for the track day just days before ZCON started. Because of this late entry I had no time to find an approved helmet. Our track day organizer & race car driver Diane Dale said I might have a chance of renting one at the track; however, on the day of the track Howie surprised me, offering his back up helmet for me... what a guy! Having driven on Shannonville I had some track experience, and I entered as an intermediate driver. My good friend Edmarc Arendoque said he could be my instructor for the day. All was good! However that morning after the drivers' meeting I found that I was paired with another instructor Mike Eisenberg, a really nice guy who drove a modified 240Z. I asked him to drive my car for one lap showing me the lines and the places to change gears. I think I did well following his instructions but wasn't happy that others were catching up fast and passing me by. My friend Anthony Giancola was at the track volunteering and he had



Pit stop after a session!

From 2:20 to 1:54



All smiles on top of the podium!



With Randy in front of many ZCON cut-outs and signs I made

timed my laps to be around 2:20. I had no idea if that was good or bad, but I knew I wanted go faster and do better. After 2 sessions I hoped to go out on my own yet Mike seemed reluctant to sign me off.

It was at this time Edmarc had an issue with his GTR! Yes that's right a GTR having troubles! Nothing big though. A small drop of transmission fluid was leaking onto his exhaust pipe as he down shifted before corners, a small white puff of smoke from the rear was evident. That was enough for the marshals to black flag him and end his day. As disappointed as he was, he took it with a smile only he could muster. Since he had some free time he offered to ride with me as an instructor. I was elated and after speaking to Mike, off we went. Edmarc has driven with me on tours and knew I had a lead foot. Within the first

half of the lap he was pushing me, urging me to go harder, shift at different locations and come out of the corners faster. It was more of my style of driving and I was starting to have fun. I started to pass a few cars, even a Z32 Turbo, not because I had more power, but because I was coming out of the corners faster and had the momentum to catch faster cars. Since we were not racing each other, they'd let me go. I had so much fun chasing a couple of our members driving in my group. One of them was Glen Walker in his beautiful 510, which was extremely quick and hard to catch on a straightaway. The other was our Prez, Nigel White in his newly put together 240Z! Nigel had been without his Z for almost a year and had just completed the car literally days before ZCON, with the help of Edmarc, Manolo and few others. I do not remember driving with him on any prior tours, so he must have been a bit surprised to see me tussle with his very fast Z! We had fun chasing each other on the track and he left a note on my FB page that he looked forward to the next time we meet up on the track! At the end of the day I was smiling from ear to ear and according to Anthony I had dropped my lap time below 2 minutes, to around 1:54! Not bad for a non turbo Z32!

There were some great stories that happened throughout ZCON Toronto, Z car guys helping each other and offering to help when in trouble. One of them I witnessed first hand at the track day. Between track sessions I was parked next to Howie, who was in the same run group as me. We came in after the first run only to find his engine making some unexpected noise that didn't sound good. It all reminded me of my experience at Shannonville 19 years ago.

Sure enough it wasn't good news. Mike Hansen of Whitehead who works on Howie's car was at the event and confirmed the engine was done, and his day was over. We all felt really badly for Howie, especially me having been the recipient of his earlier great gesture. Not only was he out of the track day, but also his own event, the autocross and he had to tow his car back home. But his day was not done, thanks to his instructor Fred Buoni who insisted that he drive his race modified 260Z. It was a great thing to see Howie back on the track in Fred's Blue Z, although going around a bit slower than usual. He won't admit to it, but I was sure it was because he didn't want to crash a car that didn't belong to him or wasn't used to driving much. After the event ended I gave Howie a ride back to the hotel.

The day before the track day, I got a call from the designer of the 370Z Randy Rodriguez! I had been communicating with him about his participation, his air ticket as well as the poster he was doing for us.

fellow artist and a designer. He signed one of the sun visors of my Z32. The other visor was signed by race car legend Steve Millen who I found out to be really a funny guy. He and his wife were a great couple and being a New Zealander, Steve knew all about cricket and we hit it off very well.

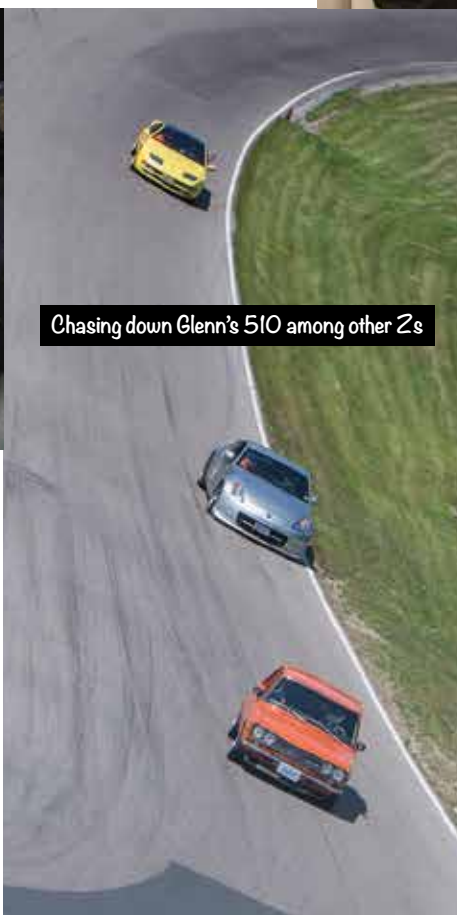
The whole 5 days of ZCON went too fast for many of us. I really only participated in one event. Even through I had my car at the Z-FEST car show, it was not in show car state, and I couldn't take part in the autocross as I was too busy preparing for the closing ceremony. Both Mauricio and my self were more or less floaters, not having one specific event to look into. We had to be everywhere, sometimes covering each other in different events. We

had each other's backs, and along with the rest of the gang we came together like a well oiled machine performing at the highest level. After the event some of us were even having some ZCON withdrawal symptoms, missing each others company at meetings. We laughed about it a month later at Edmarc's place as he was kind enough to throw a small get-together for



Yamasan's signature is work of art!

He asked me to send him the flight itinerary again via e-mail, as he'd lost the details due to his whole e-mail account at Nissan being deleted. Then he goes on to drop a bomb shell, asking me to keep a secret at least till the end of ZCON. He had just left Nissan! Here was the designer of the latest Z, attending the ZCON as a Nissan celebrity telling me he no longer works for Nissan. I quietly passed the news to Mauricio and Chris Karl, and sent the flight details to Randy's personal e-mail. He flew in the next day, and I met him in the morning at the track. Turns out he is joining Tesla, a cutting edge innovative company leading the way in the next phase of automotive history! Having seen some of Randy's radical, futuristic and eco friendly designs, it wasn't a total surprise to me. In fact I think it is a perfect fit for him. Like Toshio Yamashita the designer of my beloved Z32, a designer before him who's also no longer with Nissan, Randy will always be part of the Z community! Yamasan was at the track too. He is always a very accommodating and genuine person, had lots to say especially when he found out that I am a



Chasing down Glenn's 510 among other Zs



They secretly made a plaque for me

the hardworking committee members, including the volunteers. There's now even some murmurs about the next time we'd get to host it back in Canada! Yes, who knows, in another 5 years time we could be doing it again.

Personally I have to thank the whole ZCON committee for their support of my work. Starting from the time they flew me down to Memphis ZCON for the video presentation I produced, until the last day of ZCON Toronto, when all of them acknowledged my contribution with a presentation of a wooden plaque. I never expected that. Not when Mauricio had already singled me out once at the opening ceremony and Lou giving me a bear hug along with the rest of the team. I think the whole room stood up and cheered and it almost brought tears to my eyes. Somehow I managed to mumble a few words of thank you to my team and the club. To be acknowledged and appreciated by your fellow Z car guys like that is extremely special and something I will cherish forever.



Nigh fives & a bear hug from my buds!



As I am compiling this story 2 months later, I am no longer driving my Z. Not because it's in storage for winter. Few weeks after ZCON I heard that dreaded noise in the engine which sidelined my Z 19 years ago. Once again I am facing the same issue after being on a race track. But this time I have no regrets, as it was fully worth it. Besides, this winter I was anyway planning to swap a TT engine to celebrate the 20 year anniversary of owning my baby!

ZCON Motorsports Adventures (or not!)

Howie Yoshida

I actually don't remember when it was exactly that OZC decided to bid on hosting ZCON 2016 but I do remember that it was surely expected that everyone on the club Executive Committee would be all in supporting the initiative and volunteering to take on lead duties. I figured on looking after the financial and bookkeeping stuff but I really wanted to be involved with the motorsports activities, namely the track day and the autocross events.

The most important decisions to make early were the host hotel, which week ZCON was to be held and which track venue was available. All the other events could fall into place after these priorities were locked down. We agreed that our first and really only choice was the grand prix track at Canadian Tire Motorsport Park (CTMP), assuming it was both available and affordable. Formerly known as Mosport, it was the first track in the country to host F1 and Can-Am races back in the day. As well, Mosport had been recently sold and under new ownership, it was being pumped full of cash to renovate the track surfaces, support fa-



cilities, internal road network and to build a corporate meeting facility and media centre. The new CTMP looked fabulous after all the work was completed. Build it and they will come, at least we hoped so!

Diane Dale, our long time OZC member and regional race car driver stepped up as the track day co-ordinator and just did a fantastic job. She had the knowledge, experience, project management skills and can do attitude to take care of pretty well every detail from insurance coverages, regulations, communication packages to the drivers, documentation, lining up driving coaches, setting up the run groups, the driving session schedule, drivers' meeting, tech inspections, marshals, emergency and towing services, parade laps at noon, group trackside photo and even a deli-

cious lunch spread to feed everyone there for the day. That's quite the To Do list! Many thanks Diane for a great day from all the participants, as evidenced by the smiles, high fives and shouts of joy as the drivers completed each of their track sessions.

So Who Was "That" Guy?

At the previous ZCONs I've attended, I have always signed up for both the track day and autocross as I really enjoy the motorsports events. At ZCON Memphis in 2015, my driving instructor for the track day was Fred Buoni of the Z Car Club of Northern Virginia. Under Fred's skill and guidance, I had a great time and could see some positive driving improvements as each session took place. I made it through the

entire day with no mechanical issues or off track excursions. Fred volunteered as an instructor again at ZCON 2016 so I managed to get assigned to him again. It had been a very long time since I had driven the big track at CTMP and an instructor was good insurance. My first session in the morning was both calm and exciting as I became reacquainted with the layout as did Fred for his first look at it as an instructor/passenger. Everything was fine until I started my engine up prior to my next track session. Unusual engine rattling and movement was evident and after a look by both Fred and Mike Hansen of Whitehead Performance who was out for the track day as technical support to the drivers, they both confirmed my engine was toast and I was done for the day. There was a problem with the main drive pulley and the connection to the shaft in the lower engine compartment. I had little choice but to call for a tow truck back to Whitehead Performance for subsequent work to find out how bad it was and for the repair work. You know how you never want to be "that" guy? Well it happened to me that day. There was my Zed, up on a flat bed, going back without me behind the wheel. By the time the tow truck came and took the car away, about 2 hours had passed. I was just wandering aimlessly around the paddock when Fred called me over and told me to get into his fully prepped 260Z race car and drive it around the parking lot for a trial run. It took me three tries to get into first gear without stalling it but I soon managed to get it around the lot. The next thing I know, we're out for the first of two afternoon sessions with me driving his race car.



What an experience driving it. Of course I was impressed by the power and acceleration but the handling and cornering ability was unbelievable. I mean the car was just planted and I've never gone through turn 2 with such speed and confidence, very impressive. I would just like to send a big Thank You to Fred for his generosity and kindness in giving me the opportunity to drive his Zed. It made for ending the day on a very high note given my earlier circumstances. And I ended up, bumming a ride back to the hotel with Raji, listening to his track day adventures.

As for the Autocross Event ...

I have been participating in various autocross events with a number of different car clubs over the past years as it is just a real hoot to drive your car beyond all legal limits in a safe controlled off road environment. With my past experience in autocross, I was looking forward to organizing this event for ZCON. Finding a venue with a suitable parking lot, within a reasonable distance from the Westin Hotel and also available on a weekday was a bit of a challenge but I soon agreed on a contract with the Powerade Centre in Brampton.

Next problem, OZC had absolutely nothing in the way of cones, equipment, etc. to put on an autocross event. Having participated in the Mazda club's Push It To The Limit autocross series for a number of years too, I was able to borrow all of their equipment from cones, flags,



safety gear, computers and electronic timing gear, walkie talkies, power supplies, tables and chairs.

My sincere thanks go out to Darryl Dimittroff & Brian Eng of the PITL autocross series, Eric Zondervan for picking up and returning all the borrowed equipment, my brother Ross who learned and flawlessly operated all the timing gear and computers to record all the times and to Glen Gambell, Rick Scott, Laverne Burkhart and Jack MacDonnell for helping me with the course layout. Not to mention at least another half dozen volunteers who played key roles in set up, running the event and clean up throughout the day.

The numbers were small as we had less than 30 drivers out but everything went like clockwork and we managed to get in 6 timed runs for everyone without any incidents too. FTD was recorded by our own OZC member Jack MacDonnell in his 280Z with a time of 54.668 seconds, closely followed by Darren Garvin of the Oklahoma Z Car Club in 54.700 seconds.

I was unable to run my ZX for the rest of the convention due to my track day adventure but it was busy enough running the autocross event without trying to drive in it too. I guess that was a break of sorts but it didn't seem like it at the time. Too bad as I was looking forward to blowing the doors off Raji but then he never showed up that day. We'll have to go at it next year.

2016 TOBACCO ROADS TOUR



TourZ

Karen Gracie

The Bacon! This bacon is amazing! It's meat! No Fat with it! Another great breakfast was enjoyed by all at Dean Micheal's and the echo of the comments on the bacon was heard over and over again. Yes, the skies opened up early in the morning but that did not deter original club member Dave Buttle from driving all the way in from Kingston. It was also very nice to see new comers from Whitby make the drive as well.

A smaller group of twelve bright and colourful Zeds took over the roadside parking area of Dean Micheal's and the other restaurant patrons just loved the Datsun/Nissan car show. Cell phones in everyone's hands taking photos, especially enjoying Manolo's stock 240Z beside Mike McDonald's 2016 Nismo 370Z. But just before departing on the tour an eye-catching turbo charged 2016 Audi RS7 pulled in and that started some good car conversations with the owner. His 560 HP RS7 was a sweet machine.

By 12 noon blue skies were in sight. Dry roads, windows down, and warm tropical breezes made for a really nice drive through the country roads passing gingseng, tobacco, orchards, golf courses and after 1 1/2 hours, we reached our first stop. Bonnie Heath Estate Lavender and Winery was a unique stop. The husband and wife team can do it all. They provided us with very interesting info about their 10,000



lavender plants, prairie grasses, grape growing and apples orchards that their former tobacco farm is now involved with. The Folkin' apple/cherry hard cider was definitely a favourite, especially paired with the most amazing white aged cheddar that was made in Nova Scotia.

After a short drive to Port Dover, we finished off with a group dinner at the Erie Beach Hotel in the Terrace Room, enjoying Lake Erie perch and pickerel. Just as we were getting up to leave the sky opened up again but we had a fabulous 4 hour window touring and another fun-filled Z time had by all.

2016 PLUNKETT CAR COLLECTION TOUR

TourZ



WOW! FANTASTIC! AMAZING!

These were just some of the superlatives heard from those who attended the Steve Plunkett car collection tour on September 24th.

The day started off with a beautiful sunny morning and no humidity to drive your Zee to the west side of London and onto the estate of our host for the day, Steve Plunkett. There then began a rolling car show as Zee's of all generations, mixed in with a large showing of Acura NSX's and some Mustangs as we had all been invited by Steve for a private tour of his estate and car collection. It was also quite amazing to see so many NSX's and Zee's with their respective owners appreciating each other's rides.

Steve was a gracious host who started our tour by telling us about his property, house, auto salon and other garages. He then showed us the tunnel he has that runs from his house over 300 feet to a back garage that houses 40 rare antique Cadillacs.

From there it was off to the auto salon where 16 antique Cadillacs are housed in this lavish two storey building. There Steve told us about each car's history along with facts and stories of previous owners, GM company and Cadillacs. Some of these Cadillacs are one offs or one of very low numbers ever built. You can add to that the rare gas pumps, a telephone desk from the original Cadillac headquarters and even a vintage emissions tester from the thirties.

After everyone had time to appreciate the cars and building, Steve lead us down the driveway to his 40 car garage. We were shown 40 Cadillacs from the forties thru to the seventies: from Johnny Cash's and Bob Hope's former cars, to a one of five ever built

Cadillac station wagon, to a prototype Eldorado with a tee roof, to a prototype Cadillac El Camino type pick up. This garage with walls covered with auto memorabilia was a definite hit with the group. From there Steve lead us down the driveway a little farther back to two garages that housed antique Oldsmobiles and Buicks. There Steve told stories of the cars, GM and answered any and all questions asked. With the tour coming to an end, we made our way back to our cars where John Charno, an OZC member, had hotdogs and drinks waiting that he had generously donated for everyone.

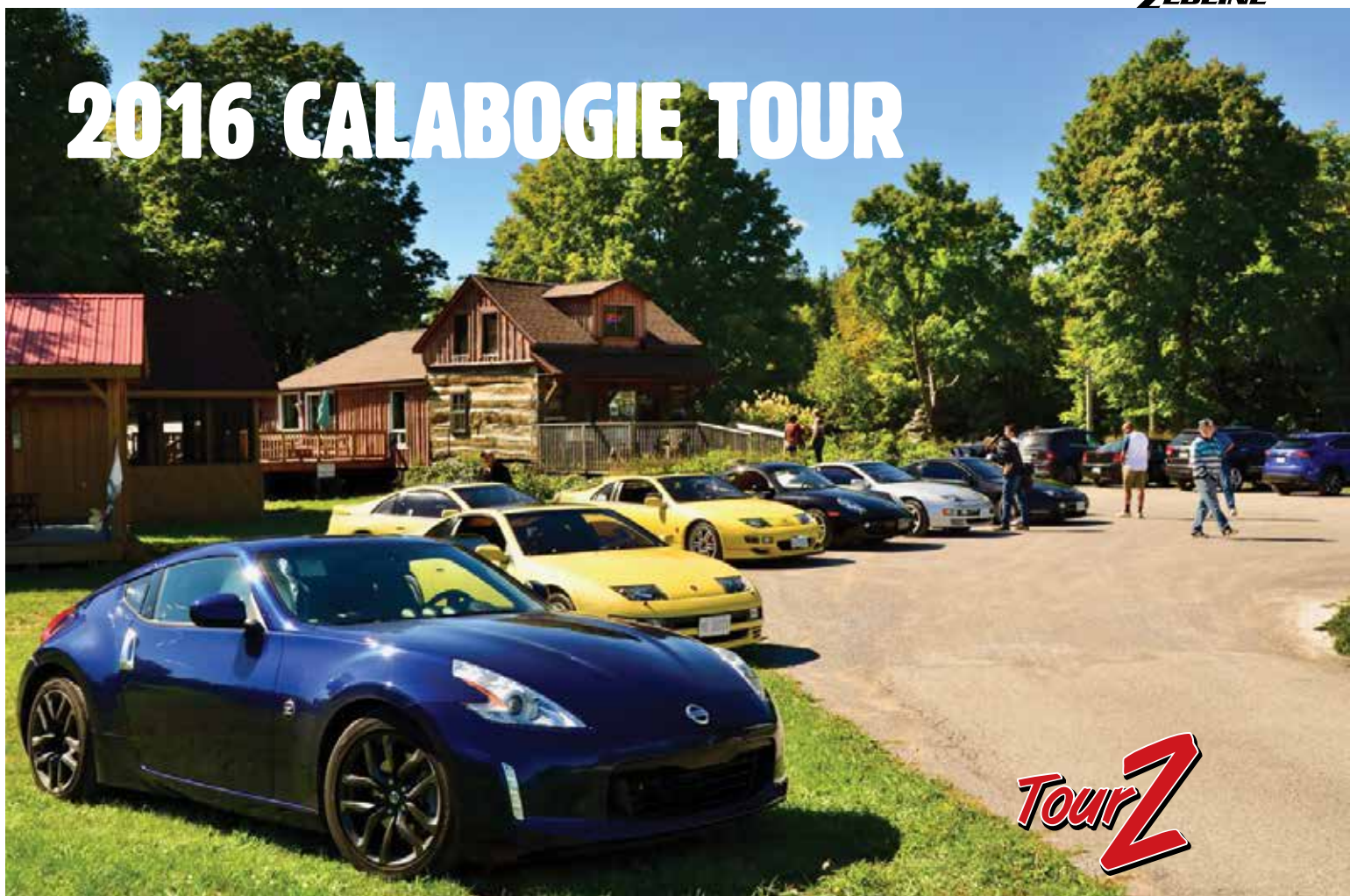
Before everyone departed, we gave both Steve and John a club shirt and a bottle of wine for hosting this amazing tour and thanked both for their generosity.

If you missed this tour then you missed one of the great events of the Fall!

Brian Gracie



2016 CALABOGIE TOUR



TourZ

Jason Okolisan

The annual Calabogie Adventure Tour took place on the weekend of September 24-25, 2016. We were blessed with perfect weather and no threat of rain so road conditions were ideal. We had 10 cars in our group, most of which were veteran tour participants and a few new members. This year's tour featured some new roads and our favourites.

We met at the Tim Hortons in Whitby at 8am on the Saturday morning. After a debriefing by tour leader Erle Strauss, we departed for the Kawartha Lakes countryside. Our first stop was lunch at the Kawartha Lift Locks and then on to the winery. From there we cruised the back roads snaking up to our lodging destination at The Ashgrove Inn. We enjoyed a social evening of dinner and drinks and sharing our impressions of day one.

Sunday morning started with a group breakfast at the Inn restaurant. We were pumped for the best roads on day two. Unfortunately we got caught up behind a convoy of slow classic cars so we pulled over to check out the scenery and give the old cars a chance to get far ahead so we could proceed at a more spirited pace.



Indeed day two provided the best roads and a few interesting stops including the Black Donald Hydro Dam and a late afternoon lunch at Highway 7 where a few cars chose to depart. The rest of us carried on to complete the tour which ended at the 401 near Kingston.

Thank you to Erle for being my co-pilot and navigator for this two day adventure. We drove 1300 kms so it was good to have Erle help with the driving. The best part of the Calabogie Tour is it brings out the most enthusiastic drivers and this year was no exception. I'm already looking forward to next years tours.



Eric's cottage tour

Eric Zondervan



This year I made the cottage tour, which was held Saturday, Oct. 15, easier for myself by incorporating one of the tours Erle and my self had set up for Zcon. Directions and questions were emailed to everyone who had confirmed their attendance by me Thursday night. Those who wanted to take the time and face the challenge began the tour at the Vaughn fire station at Dufferin and Teston. The tour worked its way North with stops at the Guild of Automotive Restorers in Bradford, a large cemetery with more than 20 names containing Zs, plus 2 with two zzs. This portion of the tour ended in a park on Lake Simcoe, near Innisfil. From here it was directly to my cottage, except that it being a gorgeous day, everyone was going somewhere, causing massive traffic jams.

We hung out at the cottage an hour longer than scheduled, waiting for the stragglers to arrive. It was such a nice day we visited on the deck and on the dock. We finally left the cottage by 3:00 PM, as a group with me in the lead, taking back roads to the Trent Severn canal at South Sparrow Lake, then on to Southwood Road. There was a lot of traffic on Southwood, including baby strollers, so we took it pretty easy. Even at that, those who hadn't experienced the drive were pretty excited. We hit Bala just as the cranberry festival was winding down for the day, but weren't held up too badly. From here we headed West on 38 through the Wahta Mohawk Territory to Hwy 400.

The original plan was to make a half hour stop at Balm Beach on Georgian Bay, but due to delays in the schedule, we had to forego that and make our way straight to the restaurant. We arrived a bit early, which gave people time to review the day's activities in the



parking lot. We had 12 cars on the road at one point, but only 10 by the time we reached the restaurant. There were 20 people at the dinner table. The general consensus was that the food at Yann's was quite good and the portions very generous.

Next year we will be doing something a bit different. The United Church in Washago, which is 1-1/2 hours North of midtown Toronto, puts on a full day where they provide breakfast at 9:00 AM in Washago, then there is a poker run with several stops, including lunch in Dorset, and a run down Southwood Road. The rally ends back in Washago by 5:00 PM where the church ladies put on a home cooked meal. There are



prizes for the best poker hands. This year the cost for the whole day was \$20.00. The tentative date for next year is October 21.



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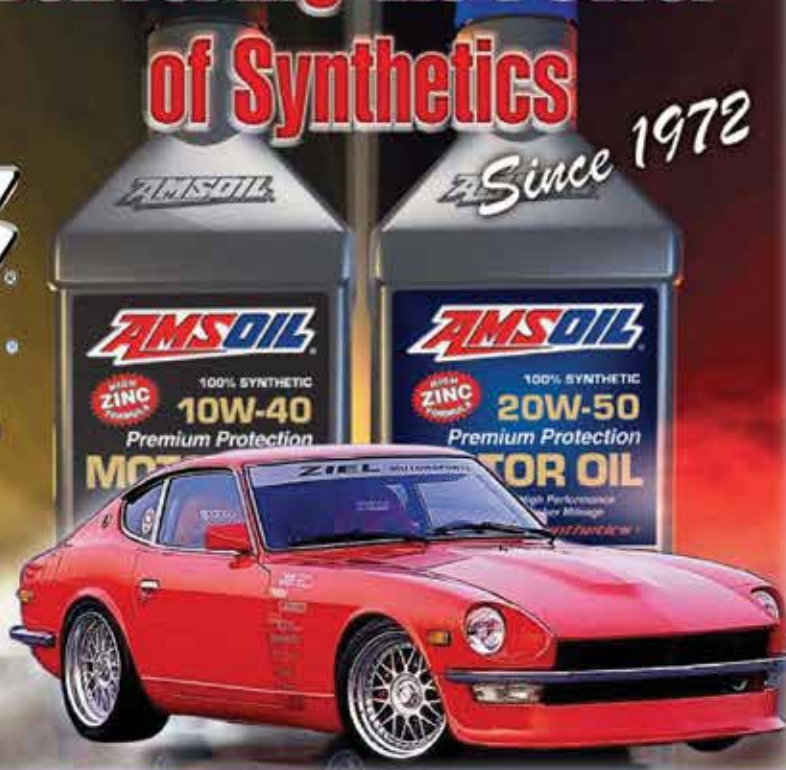
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Club Member





Year End Dinner & Social

Sat. December 3, 2016

Come out to celebrate the end of another great year of events with your fellow club members, their spouses and friends at our annual dinner and social evening.

DATE & TIME: Saturday December 3, 2016 at 6:00 p.m.

LOCATION: Vinnie Zucchini's Italian Eatery Tuscany Place at Vaughn Mills
9100 Jane St. Building "G", on S/W corner of Jane & Rutherford Rd
Vaughan ON L4K 0A4

Phone: 905-761-1361 www.vinniezucchini.com

MENU: Enjoy an Italian-themed All You Can Eat buffet dinner featuring a vast variety of fabulous food stations from antipasto, soups, salads, grilled meats, seafood, pasta, pizza to gelati and dessert. Also includes pop and coffee.

COST: OZC is picking up the first \$20 per person! Your cost is \$25.00 pp, Seniors 65 or over \$20.00 plus any alcoholic drinks, with a limit of 2 tickets per member, with your paid 2016 OZC membership dues. Seating is limited so pay up early.

As available, additional guests may be accommodated for \$45 pp.

PRE-PAYMENT: Must be received by **Tuesday Nov. 29.**

Payment options

1. In person to any one of the Executive Committee;
2. Use your PayPal account & send the payment to us at paypal@ontariozcar.com;
3. Use your online banking account and send an INTERAC e-Transfer to howieyoshida@rogers.com;
4. Mail a cheque (& email Howie) to the OZC mailbox to be received no later than Tues. Nov. 29, 2016.

DIRECTIONS: The restaurant is located on the southwest corner of Jane and Rutherford Road, south of Canada Wonderland and Vaughn Mills mall.

Free door prizes will be drawn.

If you are coming but missed the payment deadline, contact Howie Yoshida, howieyoshida@rogers.com to guarantee your attendance & payment.



QUESTIONS: **Mauricio Gomez** - mauricio@ontariozcar.com or **Howie Yoshida** - howieyoshida@rogers.com

Zee you there! Arrive with an empty stomach & a big appetite.

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