

ZEDLINE

FALL 2022

DEDICATED TO THE PRESERVATION AND
ENJOYMENT OF THE DATSUN/NISSAN Z CAR



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ZCR
OWNERS ASSOCIATION



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MEMBER



FALL 2022



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Photo: Shannon Thususka



The Editors 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

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OZC 2022 MEMBERS

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

Steve Bock	Candido Nogueira
Souren Dermentjian	Kevin Purcell
Fabrizio Graziani	John Jenkins
Natalie Lacasse	Vic Simone
Stephen Lassey	Connor Spragg
Dave Mackay	Danny Singh
Byron McNeil	Mitch Twolan
Dennis Meadows	George Vergyris



I'd like to extend a cordial invitation for all members to participate in club events, meetings, our website forum and the newsletter.

This year is drawing to a close and likewise your 2022 membership will expire December 31, so we are starting our membership renewal drive for 2023. Please consider renewing early so that you will be on the 2023 Zedline mailing list which will keep you up to date with upcoming events.

Please remember that annual elections take place at the November meetings. All positions are open for nominations. If you're interested in becoming more involved with the operation and direction of OZC then consider running for a position.

You can also volunteer for organizing and/or running events and social get-togethers. Either way your participation will contribute to the enjoyment of our club, all while getting to know our friendly members.

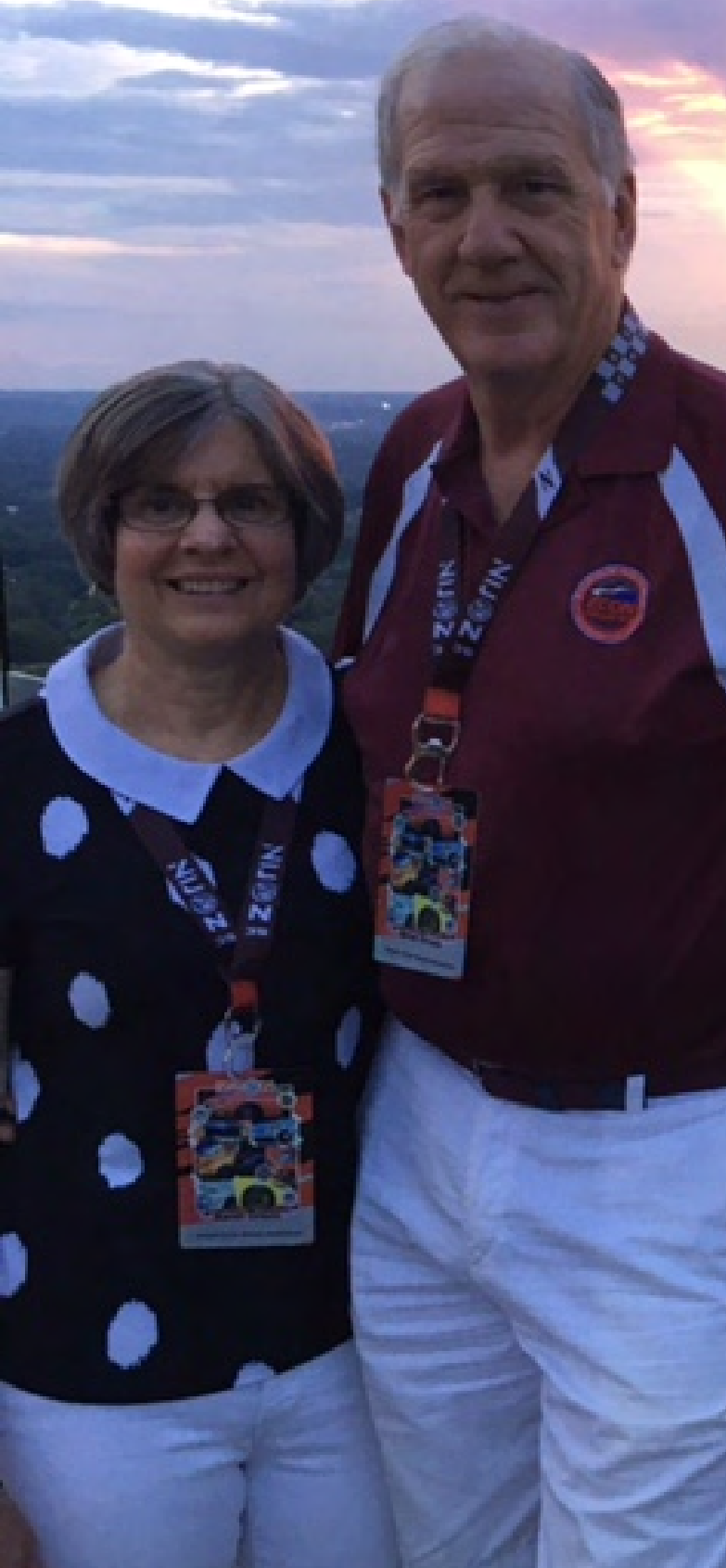
Thanking you in advance for your commitment to the club!

Bob Chwalyk
OZC Membership Director



Membership Director Bob Chwalyk (on the left) with our good friend Peter Paumier

NOTES FROM THE EXECUTIVE



Hello and Welcome to Fall Zedline 2022

My name is Brian Gracie. I sit on the executive team of OZC as the western VP. It is hard to believe that we are at the beginning of October 2022. All of us in the Z community with Ontario Z Car will remember summer and fall this year with so many fun filled activities creating a lot of memorable events. However, the Covid virus gave us the opportunity for monthly Zoom meetings, which were also great to be a part of. I liked seeing the western members interacting with the eastern members. It was great conversation.

Western meetings, which are held at the Pickle Barrel, Cambridge, on the second Wednesday of each month until November (resuming the following April) have had an awesome response. Nice to see new Z owners coming out each month sharing great stories about their cars.

Our August annual Z Fest was an excellent show at Nissan Headquarters. So great to see all of you.

Our monthly tours are becoming a very popular event and thanks to all of you taking your time to organize a fun Z day outing. Still time to get in on a nice Fall Foliage tour.

Recently, Karen and I attended Cars, Planes and Coffee in Warton. We had alot of people commenting on our Datsun 240Z but really noticed the interest from the younger generation. Their knowledge of the Z car is wonderful. They either have a Z or would really like to find one of any generation. Now that is great to hear. The amount of knowledge out there on the new Nissan Z is also very encouraging. The Z community is growing with more and more new experiences and a fantastic social aspect as well.

Keep our year-end social on your radar (details to come at a later date) and most of all Keep Zedding!! Many good days to enjoy all those cool Z's before they are covered in their winter blankets again.

Brian Gracie
OZC Western VP

On behalf of the OZC Executive



2023 MEMBERSHIP FORM

☐ NEW

☐ RENEWAL

☐ ADDRESS UNCHANGED

First Name: _____ Last Name: _____

Address: _____

City: _____ Province: _____

Postal Code: _____ Phone: _____

Email: _____ Date of Birth or Age: _____

OZC Forum Username: _____ Instagram Id: _____

Complementary Additional Email: (i.e. for family member to receive club updates) _____

Z year: _____ Model: _____ Colour: _____ Transmission: _____ ☐ STOCK ☐ MODIFIED

Z year: _____ Model: _____ Colour: _____ Transmission: _____ ☐ STOCK ☐ MODIFIED

Z year: _____ Model: _____ Colour: _____ Transmission: _____ ☐ STOCK ☐ MODIFIED

Club Interests: _____

☐ I'D BE INTERESTED IN VOLUNTEERING AT EVENTS

PAYMENT OPTION (\$45)

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☐ Send PAYPAL transfer to info@ontariozcar.com

☐ Mail cheque, payable to: **Ontario Z-Car Owners Association**
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Mississauga, Ontario L4W 5C9

MEMBERSHIP BENEFITS INCLUDE:

- ◆ Quarterly digital copies of the OZC ZEDLINE publication
- ◆ Participate in our swap meets, car shows, tours, motorsport events, social gatherings and so much more
- ◆ Regular email updates and advance notice of all our events
- ◆ Attend monthly club meetings (eastern & western clubs, virtual meetups, annual winter social)
- ◆ Access to our online forum
- ◆ Discounted entry fees to club events (where public pays a premium)
- ◆ Parts and service discounts at participating Nissan dealerships
- ◆ Customized OZC brand merchandise available to members

FOR MORE INFORMATION: please contact OZC membership director Bob Chwalyk at info@ontariozcar.com

ZCON 2022



**THE 35TH ANNUAL
ZCCA CONVENTION**



It's 7:00 am on July 22nd and we're heading down our driveway. We both looked at each other. This is real again! The 240Z is on the trailer and we are off to ZCON.

We stopped for our first night, in Indiana and then on the second day, arrived around 1:00 pm at the Gaylord Opryland resort in Nashville. Like a mini version of Disney atmosphere, we had a great time staying there.

On the third day, we arrived in Birmingham at the Hyatt Regency around 2:00 pm and had traveled 1900 km rain free! What an awesome day seeing so many Z enthusiasts we knew! The phrase of the day was definitely "You guys are back"! We were the only Canadians at ZCON.

After a 3 year hiatus, it was a very warm welcoming for both of us. Mad Mike Taylor just loved seeing the

"foreigners".

A very organized registration room and we were both so impressed with the ease of registration. Lots of fantastic silent auction items, raffles and the best merchandise we've ever seen!

Opening banquet at a country club off site was a great venue. Floor to ceiling windows gave an awesome view of the city of Birmingham!

Track day on Tuesday at the Barber Motorsport Park made everyone's day. One of the nicest tracks in America, manicured grounds like a golf course. They say it's the "Augusta" of race tracks!

Judged car show on Wednesday was a 25 minute drive downtown to the Birmingham Convention Centre. That car show location was so appreciated. The weather outside was hot, hot, hot and very humid in Alabama. Capping off the day, we were all bused downtown for a Hump Dayz evening at a Craft Brewery. What a great time! Enjoyed a few "Italian Lagers".

The next couple of days had lots of variety of events. Our scenic southern countryside drives with our friends from Windy City Z Club were a lot of fun. Stopping at Bucee's was a hit for all of us. This is a mega- super size location for gas





Photos: Brian and Karen Gracie

with about 120 pumps and a super size store like a glorified Walmart.

Drifting was also popular for many attendees with the Chris Forsberg racing team putting on quite an exhibition. We also decided to go to the Barber Motorsports Museum. What an incredible display and collection of all kinds of motorcycles and early F1 racing cars.

Before we knew it, it was Saturday and the People's Choice All Nissan/ Infiniti car show. This was a very big show but the location had to be moved under a covered parking garage attached to the mall due to the threat of storms. Another very muggy and humid day but we all survived and found out our 240Z got second place in the S30 class. Very nice.

Now the time had come to conclude ZCON with the closing banquet. What an enjoyable time and the best part was hearing the winners of the ZCCA judged car show. We both had a big smile on our faces as our 240Z won 1st place in its

class (Street Modified) and also Best Exterior of the judged show as well as Best of Show!! We came home with 4 awards which we were not expecting at a national level convention.

Like everyone says, seeing old friends, dinner with friends and meeting new friends is why we all can't wait for ZCON! Kudos to Robbie and Tammie Atchison and all of the Iron City Z Club and the ZCCA Exec for an amazing time in Birmingham!

PS: ZCON 2022 was all about location, location, location! Host hotel attached to a big beautiful mall was so good for the female DNA!

Brian and Karen Gracie
OZC Members







MOTORSPORTS

BARBER

VINTAGE

MUSEUM

BIRMINGHAM, ALABAMA



DREAM DRIVES AND A DELUGE



**CANADIAN TIRE
MOTORSPORT PARK**



OZC Member Burt Kallio on track in his 2013 Mustang, Boss 302, Laguna Seca Limited Edition

It's late September, the Autumn leaves are beginning to change colour, and as I sit looking out the window, the rain is heavy and incessant. Such a downpour reminds me of a similar storm that occurred back in mid June. This gives me pause to reflect on the summer just past.

For motorsports fans this has been a most incredible summer. A return to the racetrack for camping, spectating, and competing! For the previous two years the pandemic put a damper on motorsports and restricted many events including spectating at the home of Canadian motorsports, Canadian Tire Motorsport Park. I was thrilled to be able to, once again, attend the VARAC Vintage Grand Prix.

This venue has been a perennial event for myself and many of my friends, but alas we missed two years. The return to the track was the high point in this summer of freedom. I, along with some thirty others, including OZC members Craig Simpson (240z), Howie Yoshida (280zx), and Burt Kallio (Mustang) took part in 'street-car lapping' sessions on Thursday June 15th.

This is traditionally a test day for race cars but a few years ago the VGP organizers put together a category for street driven cars as well, which would follow the guidelines of a lapping day without head-to-head racing or timing. We had four scheduled sessions of 20 minutes each. What a great feeling it was to get back out on 'The Big Track'.

I entered my 1971 Datsun 510 in the event, and I must admit I was a bit nervous to be back on the GP circuit after a 3-year hiatus. The first session was taken slowly while I grew accustomed to this old friend, Mosport. In the second session I saw myself, and other drivers pick up the pace as we gained confidence and became a bit more comfortable 'at speed'.

The third session was totally different. A flood! A deluge!! A complete soaking of the park and all it's contents!!! I was first in line to lead out a reduced number of cars onto the track for an exploratory wet lap. I couldn't exceed 80 kph due to the appalling conditions and returned to the pit lane to wait for the weather to ease up. Others continued until someone spun off the track and the session was black flagged.



Photos: Glenn Walker, Diane Dale, other

The sky soon cleared, and we were able to continue with our fourth and final session in which I managed to hit a top speed of 190 kph on the backstraight in a 510! I was not the fastest car on track, but it felt like I was! This was the culmination of a great day for me and the end of my active track time. Now it was time to relax, to set up camp on the backstraight outfield with friends and enjoy the rest of the race weekend as a spectator.

Friday morning dawned a beautiful day with clear skies and warm temperatures. The diverse classes of race cars in the Vintage Grand Prix were involved in various practice and qualifying heats. A respectable (somewhat decrepit) crowd of long-time friends from the Oshawa Motor Sport Club were in attendance and lining the backstraight near turn eight. This motley crew included guys I used to compete against in the 70's and 80's in auto slaloms and in ice racing.



At the conclusion of one such heat I saw the 240Z number 113 of Diane Dale being flat towed back to the paddock. I quickly made my way down to her encampment and was told of a loss of oil pressure on the Z car.

Jason Sharpe and the rest of the gang were looking into it and I just kind of got involved. In no time it was determined that the oil pump was the likely culprit. Those of you familiar with Datsun L series engines will know that the drive gear for the oil pump is also the drive for the distributor. It is imperative that the gear position is installed exactly as when removed, or the timing will be off. I helped the team to set the engine for a known timing state and to mark the distributor position before removing the oil pump. Sure enough, the pump driveshaft was broken. We shopped around the paddock looking to see if her friendly competitors might just have an oil pump for a 52-year-old Datsun. No such luck. At this point Diane's weekend was looking like a washout. But wait, let's not rain on her parade just yet! I had several of these pumps at home in Scarborough! So, after a quick supper at the VGP Banquet, as a guest of Britain West

Motorsports, I sped home Friday night to grab the parts.

Saturday morning was cold and windy. We quickly got to work prepping and installing the spare pump and the car was repaired and made ready for the track. Diane started her first race at the back of the field since she had not set a Friday qualifying time. She ran two races on Saturday and moved up the order for Sunday's races. The car appeared to be running well by the end of Saturday with no oil issues.

Diane competed in two more races on Sunday and finished the day in fifth place in her class. It was a great drive on Diane's part and a successful weekend for the number 113 Zed car. The storm clouds of disappointment were replaced with sunny smiles. I was pleased to be able to play a small part and assist a friend and fellow Datsun enthusiast to compete in this year's event.

So, another memorable weekend at the track came to a close. On Thursday we were broiled by the hot sun and then we were soaked to the skin. Friday was perfectly mild weather, but Saturday

Diane Dale's 1971 240Z racecar in the paddock at CTMP





The VARAC Classic grid starts their final race on Sunday

was windy and chilly. Sunday was a fine day for racing with mixed conditions. It's just a reminder, if you're headed to CTMP you need to pack your Speedo, your Umbrella, and your Parka. You never know what conditions you will find, and don't forget your Spare Oil Pump!

Glenn Walker
OZC Member

OZC's Community Rocks!

A personal note from Diane : I am so fortunate to have such great friends in OZC. Racing is never a solo sport - it takes a village to get a car and driver ready and out on track, never mind finishing or placing on the podium at a race!

A very special thank you extended to Glenn for his extreme kindness in offering his time, energy and expertise to the cause.

THANK YOU GLENN!

(And yes - I now have a shiny new spare oil pump in my trailer!)



CANAL DAYS 2022



**PORT COLBORNE
ONTARIO**



Way back in 2019, club member, Harry Wells, invited OZC club members to attend the Canal Days car show in his home town Port Colborne. A group of us convoyed down early Sunday morning, August 4, and lined up in a large space Harry had set aside for us. We had about 20 cars there, including Harry and his family's fleet. There were about 800 cars in total there.

After the show, most of us made the 5 minute journey to Harry's beautiful property where there was plenty of space to park and display our cars. Harry's wife, Donna and family had a huge spread of delicious food set up around the pool. While the women visited around the pool, the guys, and some of the women, toured Harry's enviable garage with several lifts, room for his fleet, as well as several other toys.

Eventually, everyone made their way back to the pool and back yard with plates of food and drinks. Needless to say, it was a totally amazing day with great weather, fine cars, good friends and delicious food.

Due to COVID, two years passed before we were able to have a repeat of that wonderful day. When Harry announced that he would host the event again on July 31, yours truly volunteered to promote the event and organize a meeting point to convoy to the event. We met at a Tim Horton's on Centennial Parkway, from where Bob Chwalyk, who knows the area well, led the convoy to the show. Once again, Harry set aside an area for us to set up. It was another gorgeous day, with so much intense sun that we set up a couple of sunshades. That encouraged others to join us in the shade, especially other Nissan fans.

As a result of the friendly atmosphere under those tents, we attracted several other Nissan lovers, and signed up two new members, Natalie Lacasse and Byron McNeil. We persuaded Natalie to leave her group of friends to go home without her and come to Harry's with her unique 1991 Nissan Figaro. At Harry's, we convinced Natalie to bring her Figaro to Zfest, which she did, where she won first place in the Other Nissan category. There is more to the story, but I will make that a separate article.



Photos: Shannon Thususka

Kudos to Harry, Donna and family for getting all their cars to and from the show while preparing and hosting a wonderful evening of good food and socializing. All of this one weekend before Z-Fest, where they brought a whole fleet of their cars. Once again, thank you very much to the Wells family for helping to make this club the great group it is, and attracting new members.

Eric Zondervan
OZC Member and
Grateful Guest



MUSKOKA

Again this year I organized a Muskokas tour on a Wednesday and a Saturday. For a change of pace, I had it starting at the Orillia Museum of Art and History, where there is a jail in the basement where you can have yourself locked up. It also has a pretty unique clock tower with an interesting, working mechanism.

The museum itself has only local art and artifacts. For example, a tribute to local hero, Gordon Lightfoot. Most people aren't very keen on museums, but whenever I take someone I have a hard time getting them to leave.

There is an excellent market right next door where you can get sandwiches and coffee. From there we drove the obligatory Southwood Road with a stop at the Dark Sky Preserve, then on to

Bala where we ate our lunch in a park beside the Waterfalls.

From Bala we took hwy 169 through Gravenhurst to the Tree Museum where we hiked for an hour and a half. One of the many unique sculptures there is a pile of scrapped cars that have been bulldozed into a pile. We had fun trying to identify the remains.

We ended the day with dinner on the deck watching float planes coming and going at Tailwinds.

Eric Zondervan

OZC Member & Tour Captain



Z-FEST 2022



**NISSAN CANADA
MISSISSAUGA, ONTARIO**



Photos: @rickikon

We switched the venue!

Some of you may recall that OZC held Z-Fest 2014 at the Canadian Warplane Museum in Hamilton and we had a fantastic number of Zeds there. A return to the Warplane Museum was planned for 2020 until the pandemic shut everything down for the entire year. It was an easy decision to try again, to have Z-Fest 2021 at the Warplane Museum. Unfortunately, the pandemic was still hanging around and the Warplane Museum was agreeable to cancel Z-Fest for a second year. As luck would have it, Nissan Canada was quite willing to host Z-Fest 2021 despite any uncertainty. Event planning quickly came together and we all know how great Z-Fest was last year. End of the history lesson.

Since the Warplane Museum still retained our event deposit from 2020, we decided to go back there for Z-Fest 2022. We even advertised that fact in the 2021 winter issue of Zedline. Terry Weston and I paid a visit to the Warplane Museum early in the summer of 2022 to inspect the site and ensure everything would be the same as in 2014. That was a good thing since we found out about facility renovations and operational constraints at the airport. We cancelled our contract to hold Z-Fest at the Warplane Museum.

Nissan Canada came to our rescue once again! When our Prez Lou approached Nathalie Quesnel, Events & Sponsorship Manager at Nissan Canada with our problem, she was quite happy to host Z-Fest for us once again. Z-Fest 2022 was a go for Sunday August 7th at Nissan Canada's head office in Mississauga.

It was a blessing as plans, schedules, facility requirements and duty assignments were quickly put in place by Nissan Canada and OZC based on last year's Z-Fest. After checking out cruise nights and car shows held this summer, we found a pent-up demand to get out and show up at outdoor gatherings. We were all hoping for a return to the large number of car show registrants from previous Z-Fests. Nissan Canada was bringing the new Fairlady Z for all to see, up close and personal. It would be the feature attraction of the car show.

The day before Z-Fest, a number of the Executive met on site with Brian McEwan, Nissan Facility Management to confirm set up and layout plans for the car show. Lou brought a load of stuff including our OZC tent, club banners and the stand-up car flags and bases. Bob brought his XL size water coolers and a lot of the club merchandise he picked up from Terry. Eric arrived with the car wash supplies and any tools we could possibly need for set up. I was there with wooden stakes, my checklists, paperwork and the proposed car show layout. After everything was stored inside the Nissan building, we installed the club banners at the car show entrance and marked out the parking areas for each of the Zed generations. We were good to go for Sunday.

Come Sunday morning, under Nathalie's direction, Nissan's set up crew was there just after 7:00 am, to place the metal barriers for traffic control and set up their shade tents, tables and chairs. We weren't far behind doing the same with our big OZC tent, the registration table, car wash station, merchandise area and setting up all the parking lot flags. Nissan Canada also arranged to have one of their merchandisers set up a booth to sell exclusive leather jackets from Roots that were branded with images of the new Z, along with hoodies, pullovers and hats. Not stopping there, Nissan Canada also contracted with a food truck to work the car show too. We haven't had a food truck at Z-Fest for a good number of years despite our efforts. Nathalie said that Nissan wasn't able to arrange for those special Z-branded water bottles this year but instead they hired an ice cream truck and provided free ice cream to all the Z-Fest attendees. The rain forecasted for later on in the day, held off. It was still August and the temperature was really hot. Thankfully, Nissan Canada provided an air-conditioned room inside their building for people to cool off.

The usual OZC stalwarts were doing their jobs to make Z-Fest a successful event. Many thanks to all the unnamed but most appreciated volunteers, who helped out where we needed them.

2022 Z-Fest Registrations by Gen/Class			
Generation	Total Entries	Class	Number
S30	29	Stock	15
		Modified	14
S130	3	Stock	2
		Modified	1
Z31	10	Stock	9
		Modified	1
Z32	24	Stock	9
		Modified	15
Z33	22	Stock	7
		Modified	15
Z34	20	Stock	8
		Modified	12
Other Nissan	17	Stock	6
		Modified	11
Total	125		125
Late Arrivals	6		
Grand Total	131		



Photos: @rickikon

We officially opened up the gate at 9:00 am and admitted a steady stream of Zeds throughout the morning. Just after 12:00 noon, we shut down the entry gate. As usual, a few late arrivals rolled in, maybe about a half dozen or so. The lure of the new Z must have worked, as we had 131 cars in the show, up a good number from 2021.

The ladies that ran our 50/50 cash draw last year volunteered to do it again this year. OZC extends our thanks to Scott's wife Angie and Lou's wife Kim for all that help. The lucky winner this time was Rick Rowe who picked up the tidy sum of \$265. The other half of the funds raised will be donated to Sick Kids Hospital.

The whole data entry process for the car show registrants and the vote tallying process went off without a hitch and very efficiently might I add. It was done inside the Nissan building away from all the noise and distractions of the car show, thanks to Eric's daughter-in-law, Monica. Monica also enlisted her dad to help her with the ballot data entry process. We were even ready to announce the award winners ahead of schedule. The awards had an aviation theme to them as they were manufactured earlier in the year when we had planned to hold Z-Fest at the Warplane Museum. Brian mounted each award onto a wooden base that he made and had expertly finished to give them a great look. Lou seemed to really enjoy himself as he got his picture taken with each winner, all 27 of them as they came up to receive their award.

Ontario Z-Car extends our sincere thanks to Nissan Canada for once again hosting Z-Fest and to all their staff who put in the time and effort to make Z-Fest another great event!

Howie Yoshida
OZC Treasurer



Photos: @rickikon

Z-FEST 2022 AWARD WINNERS

GENERATION	CLASS	1st	2nd
S30 (240Z – 280Z)	Stock	Harry Wells	Liandro de Leon
	Modified	Bobby Naidu	Rick Scott
S130 (280ZX)	Stock	Randy Hoehenadel	Scott Taras
	Modified	Chris Gifford	-----
Z31 (300ZX)	Stock	Rick Rowe	Chris Vieira
	Modified	Kevin Purcell	-----
Z32 (300ZX)	Stock	Paulo Conceicao	Candido Nogueira
	Modified	Mauricio Gomez	Jadin Fakih
Z33 (350Z)	Stock	Ken Peters	Eric Wells
	Modified	Donna Wells	Adam Bianco
Z34 (370Z)	Stock	Terry Peters	Paulo Conceicao
	Modified	Ahsan Javed	Shannon Wells
Other Nissan	Stock	Natalie Lacasse	Michael Borysenko
	Modified	Pat Scialdone	Glenn Walker
Top Vote Getter		Ahsan Javed	



Z-Fest Awards

S30 (240Z - 280Z)

Stock 1st - Harry Wells

Stock 2nd - Liandro de Leon

Modified 1st - Bobby Naidu

Modified 2nd - Rick Scott



S130 (280ZX)

Stock 1st - Randy Hoehenadel

Stock 2nd - Scott Taras

Modified 1st - Chris Gifford



Z31 (300ZX)

Stock 1st - Rick Rowe

Stock 2nd - Chris Vieira

Modified 1st - Kevin Purcell



More Photos Online

Check out the OZC
Website for more
Z-Fest galleries...

www.ontariozcar.com

Photos: Diane Dale

Z-Fest Awards

Z32 (300ZX)

Stock 1st - Paulo Conceicao

Stock 2nd - Candido Nogueira

Modified 1st - Mauricio Gomez

Modified 2nd - Jadin Fakhri



Z33 (350Z)

Stock 1st - Ken Peters

Stock 2nd - Eric Wells

Modified 1st - Donna Wells

Modified 2nd - Adam Bianco



Z34 (370Z)

Stock 1st - Terry Peters

Stock 2nd - Paulo Conceicao

Modified 1st - Ahsan Javed

Modified 2nd - Shannon Wells



Photos: Diane Dale

Z-Fest Awards

Other Nissan

Stock 1st - Natalie Lacasse

Stock 2nd - Michael Borysenko

Modified 1st - Pat Scialdone

Modified 2nd - Glenn Walker



Other Awards

50/50 Draw Winner - Rick Rowe

Top Vote Getter - Ahsan Javed

THANK YOU NISSAN CANADA!



What's with the awards???

Some of you may be wondering why this year's Z-Fest awards are airplanes...

Well, we wanted to create something very special this year so we planned well in advance to pay tribute to our original venue of the Canadian Heritage Warplane Museum.

Hand crafted bases from OZC Member Brian Gracie and metal forged airplanes by a local artisan were the awards. They were so unique and special - we decided to use them anyways!

We hope that they will find their way displayed proudly in your homes!

Photos: Diane Dale



More photos... by @rickikon

find more at ontariozcar.com



More photos... by Keith Corby

find more at ontariozcar.com



DRIVE FESTIVAL

presented by
Mobil 1



Photos by: Eric Zondervan

OZC at Drive Festival!

A huge thank you to Kevin Logue who stepped up at the last minute to organize OZC's participation in the Drive Festival at Canadian Tire Motorsport Park on the September 9-11th weekend.

Created after touring the world's foremost car events, and modeled after the most popular automotive event in the world, Drive Festival has quickly become the ultimate car show for auto enthusiasts in Canada. Great to see Nissan and OZC at the event!

ZCCQ CLUB PROFILE



TAKING ON MOUNT PANORAMA... AGAIN!

OZC's Continuing Feature!

We are so excited to continue our feature of the members and events of our "sister club" - the Z Car Club of Queensland, Australia!

This month it's about their largest event of the year - a 4 day adventure to one of the most iconic tracks in the world.

The ZCCQ club members obviously have a great love for track events and we are super thrilled to have them share their story in this issue. Thanks friends for the submission!

On the 1st weekend in October, motorsport enthusiasts from all over Australia converge on the small town of Bathurst in New South Wales to watch one of the most iconic motor races in the world — the Repco Bathurst 1000 at the famous Mount Panorama circuit. But for a very select few there is an even bigger and even more important weekend, just 6 weeks later in November – Challenge Bathurst.

Each year Z Car Club of Queensland [ZCCQ] co-ordinates a grid of 55 cars to go back to the mountain, for Challenge Bathurst, which is a 4



Photos submitted by: Jason Cheshire



day Sprint and Regularity event. For ZCCQ this is a real privilege, providing the opportunity for a group of competitors to test their skills against one of motorsport's great tracks. Entrants come back year after year for this event because it is one of the only opportunities to drive the street circuit, which is a quiet country tourist drive for most of the year. In fact, the circuit has a well policed 60km/h (37mph) speed limit and is normally a two-way road. The entrants for Challenge Bathurst come from all around Australia for this bucket list opportunity to drive in the wheel tracks of Australian motorsport history.

The track itself is the 'Mount Panorama Scenic Drive' consisting of 6.2km (3.86 miles) with a 174m (571ft) vertical difference between the highest and lowest points. Built during the recession of the 1930's, the tourist drive was hand dug and the first racing was held there in 1938. While the annual Bathurst 1000 is a pilgrimage and rite of passage for most

Australian motorsport fans, Challenge Bathurst is arguably the holy grail for many Aussie drivers, offering a 'no limits' driving experience on hallowed turf.

For the ZCCQ Challenge Bathurst entrant coordinator, Dave Robertson, the event starts way earlier in the year. He will normally start contacting entrants early in the year to start filling out the grid, and putting the call out to new entrants if there is any space left – though this is never usually the case. Most years Dave has a number of 'reserves' waiting in the wings in case one of the other entrants can't make it to the event. As the coordinator, Dave puts in a huge effort organising and communicating to ensure the club fills the full grid of Group Z for the weekend – all while being a competitor himself most years!

As well as the 55 Group Z drivers and their teams, ZCCQ also provides more than 20 trackside volunteer officials that enable this event to run. These volunteers are crucial to the event and ZCCQ has a long history with bringing volunteers to Challenge Bathurst. ZCCQ motorsport coordinator Paul Clemens and officials' coordinator David Burgemeister are responsible for getting the volunteers signed up, prepped and ready for the action out on the track. Often there are a number of trainee officials that come along to the event as it's a great opportunity to increase or get their accreditation. All sorts of people from all walks of life are keen to get on the volunteer officials list so that they can get as close to the action as they can, without actually driving.



The Challenge Bathurst weekend is always the highlight of ZCCQ's motorsport calendar, and 2022 will be no different. After the last few years of lockdowns and border closures, the Group Z entrants are all keen to get back out on the mountain. I'm sure there will be a lot of action on the track as drivers get back into the groove of the Mount Panorama circuit again. Not all the action happens out on the track however, once the racing stops everyone can head to the paddock where 'Club Z' is generally the place to unwind and catch up – but that's another story, because what happens in Club Z, stays in Club Z.

Challenge Bathurst is happening on the 24-27th November (Australian time)

<https://www.challengebathurst.com/>

Jason Cheshire
ZCCQ President

Group Z through the Esses



Group Z on Pit Straight

OZC CLUB NIGHT



JULY 6 - GLENN WALKER'S DIGS

How could we not?

It was mid-summer, a gorgeous night, and OZC Member Glenn Walker and his wife Carol graciously extended an invite to hang out at his place after our monthly OZC Meetup at Watt's.

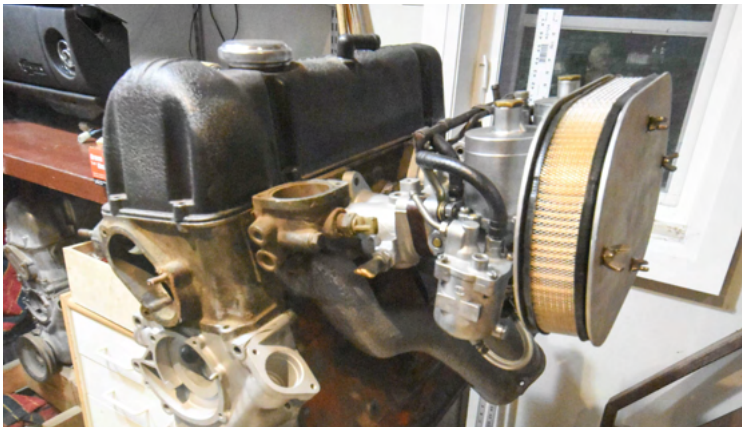
Located in the heart of Scarborough, Glenn's place is a car aficionado's dream. Renovating before moving in a few year's back - they made room for two separate living areas (one for Glenn and Carol and one for Carol's sister) AND lots of room for their car collection and a garage big enough for a workshop.

What a dream - thanks for hosting Glenn & Carol!

Diane Dale

On behalf of OZC Members





NIGEL'S TECH TALKS

HOSES AND FITTINGS

New in 2022!

OZC Member Nigel White has the coolest Z car. He also spends a lot of time researching and finding the coolest things for his Z car. Lucky for us - he brings his projects and ideas to share with us at the monthly OZC Member Meetups.

This issue we're highlighting an excerpt - why not join us live at our monthly meetups to see what next interesting thing he's got up his sleeve - we're sure you won't be disappointed!



Most car enthusiasts are familiar with the shiny, braided stainless steel hoses and colourful aluminum hose ends that are common on high performance engine builds. These are a carry-over from their origins in the military where they were developed for the severe service of military applications. They are referred to as "AN" or Army-Navy hose and fittings. In addition to being durable, they are also easily serviceable, due to the threaded hose ends that can quickly be disconnected and reconnected without need of a gasket. Further, the hose ends are reusable in the event the flexible hose itself is damaged.

Traditionally, these hoses consisted of a rubber inner liner for carrying the fluid, surrounded by the stainless steel braid that allowed for elevated operating pressure, and abrasion and impact resistance. These hoses tend to be bulky and heavy as a consequence. Furthermore, if used for fuel delivery, vapours from modern fuels are capable of permeating the rubber used in many hoses, leaving the interior of your car or garage smelling like fuel. Lastly, while they may have a very high operating pressure, many stainless braided rubber hoses are temperature limited to as little as 100C, which makes them unsuitable for oil or coolant. Consequently, you can't simply assume that if it's a stainless steel braided hose, it's going to be suitable for any application. So, reading the specifications of the hose you intend to use to ensure it meets your application is critical.

Fortunately, in the past few years, an alternative to rubber has become widely available that addresses many of these shortcomings, and that is a hose that uses polytetrafluoroethylene, or



PTFE, at its core for containing the fluid. PTFE hoses have actually been around for a very long time but were limited to small diameters for applications like brake hoses. However, the available sizes have since increased to include most of the typical sizes used for high performance automotive applications. The benefits of PTFE hoses are that they provide high operating pressure with a thinner wall thickness, they have very high operating temperature and low permeability, which makes them ideally suited for use with fuel, oil, coolant and brake fluid.

PTFE hoses are not completely without drawbacks though. For one, these hoses tend to have a larger bend radius than rubber lined hoses, which is the limit to which the hose can be bent without kinking or damage. Another is that the friction from a fluid moving through the hose at high speed, such as with a high flow fuel pump and small lines, can cause static electric discharges which can burn tiny holes through

the hose over time. This is primarily only a concern where the hose is used for fuel for obvious reasons, and to address that there are two types of PTFE hose available, conductive and non-conductive. The conductive hose dissipates the static charge and is thus recommended for fuel applications, although many people are of the opinion that so long as fuel flow rate and hose size are appropriate, conductive hose is not necessary. How you would quantify that is not something I've come across yet.

Regardless of which type of hose you use, you'll quickly discover that the cost of using AN lines adds up fast. Straight hose ends are relatively inexpensive, typically under \$10 for the smaller sizes. But the price rapidly escalates as you select hose ends with bends, such as a 45 or 90, and not surprisingly, also as the size goes up. Consequently, a single hose end can exceed \$50. The hose itself can cost over \$15 a foot. So, before you know it, you could find yourself spending \$100 or more on a single hose! Further,

since the majority of vendors are in the US, you'll also potentially be paying exorbitant shipping fees.

Fortunately for us Canadians though, I recently came across a vendor right here in Ontario called Racetronix (<https://www.racetrax.biz/>) that sells their own brand of fittings and hose, and at prices that in many cases are half that of what the big name brands go for! At first I thought they were too good to be true. Their website lists a huge selection of fittings and hose at amazing pricing and shows that the vast majority of it is all in stock locally. I prepared my first order, expecting there to still be some obscene shipping charge, but much to my surprise, it was less than \$15. It would have cost me more in gas to drive to their location in Markham and back! After I placed my order, I was then expecting to receive notification that many of the parts were not in fact in stock and it was going to take weeks or months to actually ship my order. That was not the case either. The complete package

showed up at my door only two days later, with everything present and accounted for! I've since gone on to place 3 orders with Racetronix, totalling more than \$700 and never had a single issue. If I had to make one criticism, it's that they don't provide a confirmation email after your order is placed. So, I highly recommend that you create an account with them so that you can track your order. But otherwise, if you're looking for a source for AN hose supplies, check them out!

That's all for this article. In future articles, I'll cover the mysterious world of AN hose sizing, and adapter fittings and how to assemble AN hoses.

Nigel White
OZC Member and
OZC Eastern VP



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OZC MEMBER

LLEW COUNSELL

Unfortunately, the fall issue of Zedline announces the passing of two of our members, Llew Counsell and Peter Paumier.

Llew Counsell joined OZC in 1997! He lived in Ancaster and drove a 1971 240Z.

I can't say that I knew Llew or ever met him personally. Although, working on Zedline mailing lists and processing membership dues gave me some familiarity with the members' names. Llew was one of those mystery guys who regularly paid his dues and you didn't hear or see him very

much. He was a loyal supporter and a long standing member. He must have been an old school type of guy as he drove a 1971 240Z.

There's not many of us that can say we have been members as long as Llew was. He stood out that way for sure.

The members of Ontario Z-Car club send our sincere condolences to Llew Counsell's family on his passing.

Howie Yoshida

On behalf of the OZC Executive

Llew Counsell



LLEW COUNSELL OBITUARY

Llew passed away on July 28, 2022 at Hamilton General Hospital after a lengthy illness at the age of 75. Llew is survived by his beloved brother Robert Carter, daughter Karen Max (Owen), granddaughters, Tessa and Sophie, and many friends. He was predeceased by his father, Llew Counsel, his mother, Catherine Peebles, and his step father, Charles Ambrose Carter. Llew grew up in Port Credit and later settled in Ancaster where his ancestors had owned the Old Mill. He was a letter carrier at Canada Post for more than 25 years. He enjoyed world travel, including seeing Africa with his aunt, Gwendolyn Carter. He made many trips to Cuba where he made some close friends, including Yamilet. Llew lived life on his own terms. He loved his 1965 Dodge panel truck and his 1972 Datsun 240Z. He loved spending time at his cottage in Huntsville and his door at "the perch" in Ancaster, was always open. One of his greatest joys was meeting his long lost daughter and granddaughters. Cremation has taken place and a celebration of life is being planned for the fall.

Published by The Hamilton Spectator on Aug. 11, 2022.

OZC MEMBER

PETER PAUMIER

Many long-standing members will remember Peter Paumier. The big Englishman with a heart bigger than his body and a yellow 350 Roadster. Peter was diagnosed with cancer about 3 years ago and given about a year to live. Being the big, healthy guy he was, he hung in until August 27 this summer. He had sold his house and moved into a condo in the spring to make it easier for his wife, Judy, to manage on her own. I was fortunate to have been able to visit Peter at his home in Waterloo a few times over the past year. He maintained a positive attitude right to the end, with which he had made his peace.

Peter's last request of his family was for the whole family to go to one last nice dinner in Toronto by limousine. His family organized this for August 14, 2021, but on the way, on the Gardiner, near the Humber River, the limousine caught fire. Peter had a good laugh telling us the story. It had a happy ending, as the limousine company sent another car and got them to dinner on time as well as picking up the tab for the whole affair.



Peter and I travelled together to several ZCons, often sharing rooms on the road and while attending the conference. You couldn't ask for a better travel companion. He was happy to drive 14 hours a day, then stay in a lousy motel with never a complaint. As a retired head chef at what is now the Westin Price Hotel, he was sometimes a bit critical of the road food we encountered but never complained. Many times he would find excellent restaurants and advise us fellow travellers on what to order. He was great at finding landmarks to visit, such as the Moab Desert and a trip up the Moki Dugway in Utah.

Everyone in the club loved Peter, and friends of mine outside of the club admired him as well. He was very popular at the international



conventions, Zcon, and made many friends while there. <https://flic.kr/p/2nNzmUB>

His dedication to the club was so strong he often drove from Waterloo to Scarborough for our monthly meetings.

Peter really enjoyed our tours, participating in most of them. Several times he did the barbecuing at my cottage tour. On one occasion, he and I made sure everyone was fed before we sat down to eat, only to find several people ate two racks of ribs and there was none for us. He just shrugged his shoulders and had salad and dessert without comment or complaint.

If you are wondering what became of his car, he sold it to his son, Ryan, when he got too sick to drive it. I don't think the car is used much, as Ryan is a very busy contractor.

Eric Zondervan
OZC Member

Thoughts from Bob Chwalyk

Peter Paumier was a man of adventure and generosity. He was known to collect no longer used computers and personally transport them to Tuktoyaktuk and give them to the schools whose students would make use of them.

His profession was that of a chef and he would volunteer his time at the local food bank preparing meals for those who were less fortunate.



Thoughts from Brian Gracie

I always looked forward to seeing him whether at a meeting or an event. He always brighten my day. I loved his stories, whether they were about cars he owned over the years, or his travels be it to the arctic or other places around the world.

I met him because of our love for the Z cars and I was lucky to consider him a friend.





Peter joined OZC in 2009 and he instantly made an impression on me. I would describe Peter as a tall thin guy, sporting a goatee, and thinning hair, who reminded me of Maynard G Krebs, the beatnik character on the Dobie Gillie TV show that ran in the early '60s. You have to have been around a while to get that reference. There was a distinction between the OZC Eastern and Western members. Peter was a Western member that also attended Eastern meetings on a regular basis. Those meetings allowed me to strike up a friendship with Peter and learn what a great guy he was.

When I decided to attend my first ZCON in Nashville in 2010, I was looking for someone to share a room with at the host hotel. Peter readily agreed, being the easy-going and sociable guy that he was. He drove a 2005 yellow 350Z roadster. It was always easy to spot his car in our future convoys to ZCONs in Memphis and Atlanta. He carried 2 cell phones, one for Canada and one for the US. Two car cams, mounted off the windshield and on the dash plus a GPS unit were part of his navigation system. How could he get lost but that was what happened more often than not. Go figure. He still managed to meet up with the convoy at the end of the day, at our agreed overnight motel. My most memorable trip with Peter was the convoy to ZCON in Atlanta, GA in 2018. Peter, Eric Zondervan and I split from the convoy and stayed an extra day to drive the Tail of The Dragon. I ended up with a flat tire in the middle of the mountains and the repair process would

make us all miss the ZCON opening night ceremonies. As Eric was helping me, I urged Peter to take off and get to ZCON. He refused to leave, just in case I needed more assistance. He hung around and eventually, we all arrived at the convention, late though!

That was Peter in a nutshell. He was a guy you could depend upon if you needed help whatever the situation and a good travelling companion. I will miss his company and may he rest in peace.

Howie Yoshida OZC Member



Thoughts from J.P. Matte

I have nothing to add Eric's words as they speak eloquently to how wonderful a man Peter was.

He was great to travel with and it was evident that he wrung every last ounce of joy out of the life that he lived. I shall miss him.

We all will.



YES WE HAVE IN-PERSON MEETUPS! (OCCASIONALLY SUPPORTED VIRTUALLY)

Come on out to hear the latest club news, events updates, both past and upcoming ones and catch up with old and new friends. If it's still too far - you can join us virtually on Zoom for the Eastern Meetings.

Eastern Meetings

Meet up with us on the first Wednesday of each month, returning to Watt's Restaurant. We start the meeting at 7:30 PM but come earlier to join us for a bite to eat at 6:00 PM.

Watts Restaurant

(In the Eglinton Square Shopping Centre, on the south side of Eglinton, between Victoria Park and Pharmacy)

Contact: Nigel White, Eastern VP

Western Meetings

Meet up with us on the second Wednesday of each month. We'll be hosting you from a new location. We start the meeting at 7:30 PM but come earlier to join us for a bite to eat at 6:00 PM.

The Pickle Barrel

(approx 2.5 KM south of 401 on Hwy 24 (Hespeler Road) west side)

Contact: Brian Gracie, Western VP



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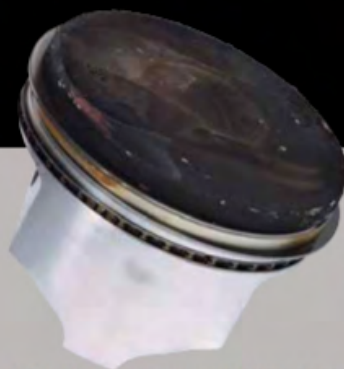
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