



SPRING 2013



**Our Kick-off Event for 2013 - Swap Meet at Whitehead Performance
Here's Mike Hansen to welcome Ontario Z-Car**



Our new sponsor Boost Theory installs an exhaust system on new member Reggie Persaud's 300ZX TT

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

Prez Sez ...

20 Years of OZC (and 20+ years with a Z) !



OZC is turning 20 this year! That's an incredible milestone for our organization. It speaks to the enduring popularity of the Z Car legacy, and the dedication of the members to this club. I'm proud and very fortunate to have been a part of this club for almost all of those 20 years. This year, I've returned to the role of President, which I filled once before back in 2004 and 2005. So, what has kept me involved with Z's and this club for nearly 20 years? Well, as far as Z's are concerned, it definitely has something to do with the fact that the 240Z is one of the few sports cars in the world that I can fit my 6' 7" frame comfortably in to! Of course, there's also the remarkable Z car legacy that I mentioned. Part of that legacy is the affordability, and that combination is what led me to purchase my '73 Z back in my final year of high school in 1989.

I drove my Z in the summer for my first couple of years of post-secondary education but I eventually decided to take it off the road with the intention of waiting until I had the financial resources to rebuild it. Z fever was hard to resist though and studying often competed with browsing endlessly through the Motorsport Auto, Tweeks, Victoria British and AZC catalogues (which I still have). I then stumbled upon Wick Humble's book, "How to Restore Your Datsun Z Car" which I read cover to cover multiple times (strangely more enjoyable than textbooks). It made the whole process sound deceptively easy. Why wait to finish school? I could start now!

I guess I made the mistake of sharing my grand ambitions for my Z with my father because he felt it necessary to take me to visit the owners of a local body shop that he had done business with. They solemnly explained to me that my Z would be riddled with rust and I'd never recover the expense of repairs. And why would I want to waste my money on a Datsun in the first place? Clearly, my father hoped this would discourage me to the point of abandoning my dream and selling the car, likely fearing that otherwise, my Z would become a permanent fixture in his garage. To say that backfired is a colossal understatement! The following day, while my parents were out visiting friends, I went in search of the rust I was assured my Z would be plagued with, and I had half the car disassembled by the time they got home. I joyfully shared the good news with my parents that my Z was in fact quite solid. Strangely, they weren't so pleased but there was no turning back now!

In the mean time, I joined OZC in the winter of 1994. I spotted an ad in the Toronto Star and shortly after a phone call to Dieter Roth, I was on my way to my first meeting at his garage in Oshawa. Other than Dieter, I don't recall who exactly I met that first night, but all of our club founders, JP Matte, Scott Taras and George Kolosowski became known to me very quickly. Mike Hansen was a regular as well. He actually owned a Z back then! Little did any of us know at the time, including Mike, that he'd actually be managing Whitehead Performance 20 years later! Being in school, I of course had no money, no tools other than a socket set, and my Z was in Windsor, while I was going to school in Toronto. Progress on the Z was slow, and my involvement in OZC was limited for much of the 90's. I did make it to OZC meetings when I could and special events like Z-Fest and the drag events to inspire me and keep the dream alive. Mind you Z-Fest always left a bitter sweet taste for me, as I wandered around looking at all the gorgeous Z's, with mine in pieces 400 km away in my parent's garage.

Despite my limited involvement, many friendships began to form with other members of OZC. It's the mutual interest in Z's that brings us together but it's the friendships that ultimately keep us coming back. That's why I've now been a member of this club for close to 20 years. I've met so many really wonderful, gracious, and supportive people over the years that will go out of their way to help you out. I'll never forget pulling my turbo engine from the donor car back in 2000. I bought the engine from Bill Husar's cottage neighbour with the understanding that I would be responsible for removing it from the car myself. No problem! Except the car was parked outdoors, next to a lake near Peterborough and it was around the end of October or early November.

JP Matte volunteered to assist me. We drove up from Toronto in the morning, and fortunately, it turned out to be a sunny day and the temperature was reasonable for that time of year. There was a mild breeze coming off the lake but the open hood provided shelter while we disconnected everything necessary to get the engine out. Things were progressing nicely... then the sun went down, the wind picked up, and the temperature plummeted. Cheeks, ears, noses, feet and fingers quickly became numb with cold and the limits of endurance were being put to the test. Our pace seemed to slow to a crawl. But fortunately, Bill and his wife Vandy were there to feed us and fill us with hot drinks to keep us from freezing to death. Somehow we got the engine out and loaded on to the back of Bill's truck, all in the dark.

I never could have done that alone. It takes exceptional people to endure something like that with you. And that's certainly not the only example I could give of club members helping each other out. For those that are actively involved in the club, I'm sure there are countless other stories like the one I just shared. It's for that reason that I've taken an active role in supporting this club over the years. I started out as the webmaster in, I think it was 2002. I then jumped right into the top spot of President for 2004 and 2005. I'm back again as President now. I've also organized Z-Fest and track days, and helped out behind the scenes when I can. I believe that it is important to give something back for all that I have gained from this club, and to ensure that this club has a bright future so that every member has the opportunity to benefit from it as I have.

Addendum: We're now into May, and just releasing our first Z-Line for the year. This is a couple of months behind schedule. Being a volunteer organization and a car club means that real life sometimes gets in the way of our best intentions. This is as it should be, but unfortunately, this means that two members of our Executive Committee, Western Chapter Co-VP Arnie Guzyk, and Zedline Editor Raj Gunasena, have had to step down due to unexpected demands on their time. I would like to thank Arnie and Raj for volunteering in the first place. Laverne Burkhart will be the sole Western VP for now. With the loss of Raj, Howie Yoshida will temporarily be filling the role of Zedline Editor, on top of his duties as Treasurer. I would like to emphasize that these are temporary roles as it is not fair to Laverne or Howie that they be saddled with more than they agreed to. It's only due to their generosity that we have Western meetings and a Zedline at all right now. I'm hopeful that an aspiring Editor and a Western VP will come forward to take on those roles as soon as possible. I'm not going to sugar coat it, being the Zedline Editor is a demanding position. But the newsletter has been a cornerstone of our club for most of its 20 years, and I'd like to see it continue. The Western VP position involves chairing monthly Western meetings and participating in club planning. Laverne and Howie will gladly provide you with additional information.

Nigel White, President, Ontario Z-Car Owners Association

2013 OZC EXECUTIVE

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From The Driver's Seat

Hello Everyone,

2012 wasn't a great year for Zedline as we only managed to put out 2 issues which is why we reduced our membership dues for 2013. We know that for many of you, you support the club through your dues payments (thank-you all for that) and look forward to your issue of Zedline throughout the year.

The Executive Committee thought all our problems were behind us as a new Editor was onboard towards the end of last year and great plans were in place for 2013. Workload for this position was expected to be a bit less as 4 issues were going to be published instead of the usual 6 issues per year. Well that plan showed no evidence of being implemented by mid-April so Plan B was created.

It must have been the guilty feelings I had taking your membership dues and asking our sponsors to come back on board and support Zedline with their advertising dollars, that I am back in the Editor's position for awhile. We'll see.

The design layout etc. may look a bit retro to 2010 but it's more important right now to get Zedline out to the members and sponsors. There you have it!

Howie Yoshida

(Still the) Treasurer

(your hopefully temporary) Zedline Editor

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



INSIDE ZEDLINE

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Inside this issue, we thank the following contributors

Reggie Persaud, Mauricio Gomez, Jason Okolisan

Nigel White, Bob Chwalyk, Howie Yoshida

"The Editor of Zedline and the Directors and Officers of the Ontario Z-Car Owners Association and the Ontario Z-Car Owners Association Inc. do not necessarily adopt to the views expressed in any letters to the Editor or articles published by our members. We intend to have the Zedline as an open forum available for members to express their views but retain the right to edit or not publish any letters which are deemed to be offensive, defamatory or slanderous. Further, with respect to any articles outlining mechanical modifications to any motor vehicle, the Editor, Directors and Officers, point out that said modifications need to be conducted under the supervision of a licensed mechanic in order to ensure owner and public safety"

MEMBERSHIP NEWS - WELCOME NEW OZC MEMBERS for 2013

This welcome message on behalf of our membership Director Bob Chwalyk used to appear just below the President's message just inside the front cover. The number of new members make that layout a problem for this issue of Zedline as 21 of them have joined Ontario Z-Car for 2013.

Thanks to each and everyone of you! We extend a cordial invitation to you to participate in club events and meetings and hope you will come out to meet us.

Here they are complete with their rides



| NAME | Year & Z Model |
|--------------------|-----------------|
| Anthony Giancola | 1990 300ZX TT |
| Gary Meyers | 2009 370Z |
| Bob Burnham | |
| Robert Codling | 1990 300ZX TT |
| Vladimir Gusev | 1992 300ZX TT |
| Gordon Garrard | 1983 280ZXT 2+2 |
| Alan Kotzer | 1984 300ZX |
| Ted Isard | 1973 240Z |
| Andy Telford | 2004 350Z |
| Bala Munirajakumar | 1990 300ZX TT |
| Joe Sousa | 2013 370Z |
| Shane Greenwood | 1975 280Z |
| Reggie Persaud | 1996 300ZX TT |
| Lorne Daigle | 2009 370Z Nismo |
| Jim Deleo | 1985 300ZX |
| Benjy Katz | 1983 280ZX |
| Joe Spellen | 1973 240Z |
| Paul Bender | 1987 300ZX |
| Robert McDougall | |
| Boris Roudbari | 2003 350Z |
| Rick Madden | 2010 370Z |



IN CASE YOU MISSED THE NEWS - ZEDLINE HAS GONE DIGITAL!!

With more and more newspapers and magazines showing the way, your Executive Committee has decided to make Zedline available in an electronic format starting with our first issue in 2013. Rest assured, your hard copy issue will continue to be mailed to you and you will also be able to read Zedline on-line and view it in full colour.

We have decided to make Zedline available on our website but it will only be accessible to current club members that have paid their membership dues. You will be able to read the newsletter on-line or download your own file copy. In order to do so, we are asking for your assistance in setting everything up.

If you are already registered on our forums with a Username and account, go to Procedure #1.

If you are not registered on our website forums, go to Procedure #2.

Procedure #1 (for registered forum Users)

1. Once on the website, log in with your Username & Password;
2. From the home page, in the top right corner, click on Settings & another page will come up;
3. On the left side, under My Account, click on Edit Email & Password; the right side of the page will fill in;
4. Check out your email address you used when you originally registered and revise if required or desired;
5. Click on Save Changes and log out, you're almost done. We require this information to set up our members only Zedline page;
6. Send an email message to howieyoshida@rogers.com with your real name, your forum Username and your forum email address to confirm your up to date account information. Rest assured this information will go no further to anyone, other than the people setting up the private Zedline page.

Procedure #2 (for non-registered forum Users)

1. Go to the club website (www.ontariozcar.com). On the home page, scrolled across the top, you should see a sentence, "You may have to register before you can post;"
2. Click on the word "register" and a new window will appear;
3. Fill in the Required and Additional Required Information boxes;
4. Check off the Forum Rules box;
5. On the right side, click on "Complete Registration" and you're all done.

If you have any problems setting up your User account on the forums, contact our Web Administrator, Eric Zondervan at zedfoot@rogers.com.

Question: How do I view Zedline on-line?

Answer: From the website (www.ontariozcar.com) log in with your Username and password. Look under the banner with all the Zeds pictured, under that you'll find the words "Zedline (OZC Members Only)". Click on that and a picture of the front cover of Zedline will appear. Click on the picture and the file will open, enjoy!

Question: What if it doesn't work?

Answer: Remember, you must be logged in under your Username and have your membership dues paid up to date. Contact Eric (zedfoot@rogers.com) or Howie (howieyoshida@rogers.com) for further assistance if necessary.

Thank-you,

Ontario Z-Car Executive Committee

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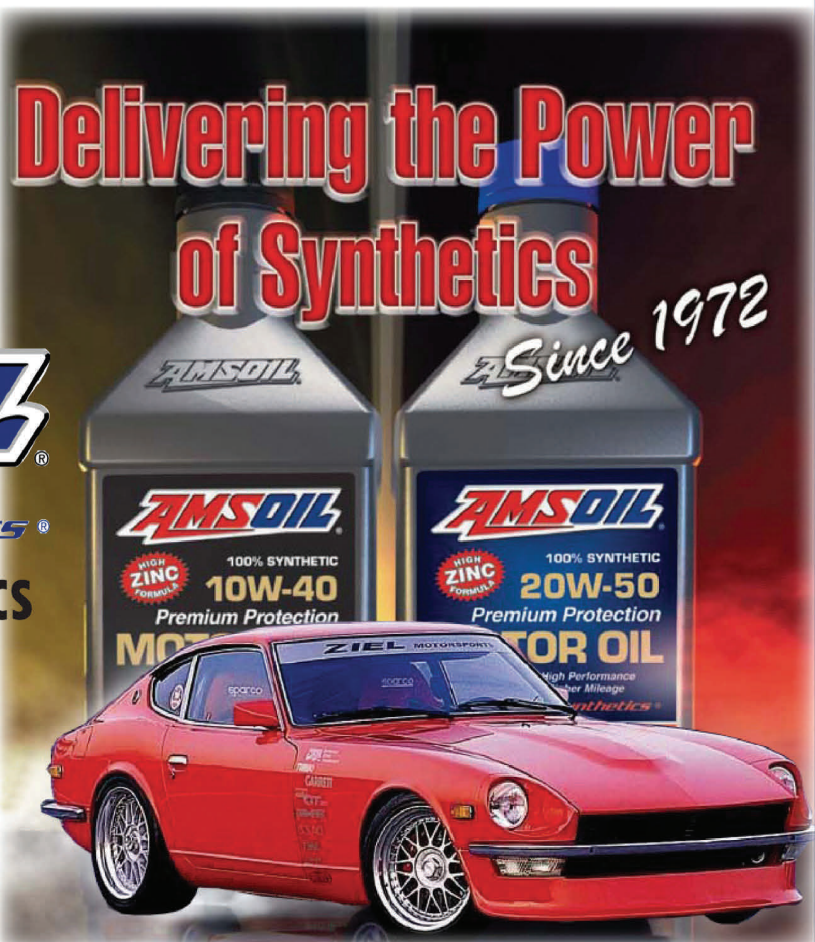
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SPRING SWAP MEET AT WHITEHEAD PERFORMANCE

by Howie Yoshida

Due to a couple of scheduling conflicts with vacations and other car events, our annual Spring Swap Meet at Whitehead Performance ended up being held on the last weekend in April rather than earlier in the month. What a difference in the weather as for once we caught a break and no rain came. It was a bright and sunny day, warm but not too cool either. Attendance seemed like it was up too as a steady flow of people were milling about outside and they eventually wondered inside to see what else was about.

Ontario Z-Car was once again hosted by Mike Hansen & Greg Whitehead, their staff, friends and family were also there to help out with the event. There were about 7 tables set up inside with people selling parts under cover which wasn't necessary for once. The weather must have encouraged a bunch more of them as a morning walk around the parking area found another half dozen guys, taking advantage of the space to set up outside or just saving the trouble of hauling their stuff out by selling out of their cars, trucks and trailers.

There sure didn't seem to be a shortage of stuff to sort through if you were looking for something specific. Bargains were around as before. I heard "take the whole box with everything in it for \$?". Later on in the morning, Greg got the BBQ going and with help from Cathy and Steve, the delicious smell of hamburgers and sausages started to drift into the shop. I don't know if they sold out their inventory but it seemed like a busy area for sure.

Our club table made out just fine again as 7 new members were signed up and 6 others took the opportunity to renew too. Terry Weston, our Merchandise Director had designed new hats to celebrate OZC's 20th year anniversary and we sold over a dozen of them along with a few more t-shirts and even left over 2013 club calendars if you can believe it. It must have been due to the great Zed car pics that Michael Lambert laid out for each month. We had the 50/50 cash draw in the early afternoon and the sum of \$40 was won by Tom Malone who departed a bit earlier. I've got your money Tom and will give it to you if I ever hear from you but this is a time limited offer!

We would like to extend our thanks and appreciation for hosting the 2013 kick-off club event to both Greg Whitehead & Mike Hansen of Whitehead Performance. Sure a bunch of us are quite happy to pick up parts at a bargain price, sell parts to get \$\$ to buy more parts but then again lots are just out for the day to check out some of the great looking Zeds and to socialize with the members after the long winter. Thanks for making it happen guys!

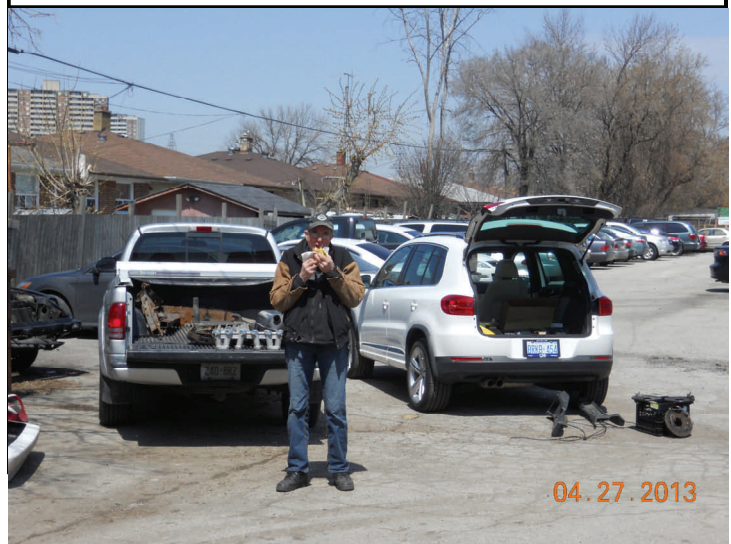
Heads Up!! We are going to try a Fall Swap Meet again this year to set you up for your winter projects. Rick Scott of Brantford Nissan has generously agreed to host this event at the dealership on Sunday October 6. Mark it down on your calendar and enter it on your smartphone. We'll remind you about it later this year.



Above: Mike & his daughter Amelie, wearing the family colours
Below: Cathy working the BBQ grill for a hungry customer



Below: Eric Z taking his lunch break





Our Prez Nigel thanking the attendees



Our Webmaster Zak Irvine with his 370Z that he can drive instead of the other one that he can't yet



Edmarc's show stopper
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You'll see this Seller at the Fall Swap Meet



Just as crowded outside for parking space too

WELCOME TO A NEW SPONSOR - BOOST THEORY

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Boost Theory Automotive and Performance partners Zaheer Cheema and Tanya Williams pose with their Infiniti G37, Toyota Supra and OZC member Jason Okolisan's Nissan 300ZX.

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Boost Theory Performance car show - Sunday June 23

Boost Theory Automotive and Performance is celebrating their first year anniversary by hosting a car show 'n shine on Sunday June 23. The event goes from noon to 6pm at the automotive service plaza at 777 Dundas Street West, at the corner of Wolfedale Road, Mississauga.

The car show will feature some of the trendiest performance street cars in the GTA. All car clubs are invited to attend. In particular, there will be a fine collection of import sports cars from Japanese and European brands. Domestic performance vehicles are also welcome. Admission is free.

In addition to the show cars, there will be food available, fashion models and a DJ playing modern popular music adding a festive atmosphere. This will not be a typical oldies cruise gathering!

"I'm really excited to put on this special car show to celebrate our first year in business" commented Zaheer Cheema, owner of Boost Theory Automotive and Performance. "Most of my clients are bringing their cars so it will be an awesome showcase of the coolest modified street cars in the area."

For more information on Boost Theory Automotive and Performance, visit their facebook page.



MAINTAINING THE VALUE OF A RARE SPECIAL EDITION 300ZX TWIN TURBO

by Reggie Persaud

The Steve Millen anniversary edition Z32 was sold in 1995 and 1996 to help spur on sales of the venerable 300ZX which along with the whole sports car market at the time, was hit by slow sales. While not an official Nissan sanctioned anniversary edition because of warranty issues, they did give Steve Millen the nod since he was, after all, the star of IMSA racing and gained fame and respect racing and winning with the 300ZX.

There are no official build numbers for the SMZ, some put it at under 120 cars total and some have it at under 100 cars. After extensive research I put the unofficial number at around 55 cars total. Keep in mind, the car was selling in the mid \$60k range U.S. and just over \$80k (tax-in) here in Canada. Based on the economy at that time, the lower build number is likely the most accurate. There were three cars sold in Canada; mine bares the tag #103, and I believe tag #102 goes to Claude Charest's SMZ now in Montreal, and the third somehow fell off the radar. In the U.S. there were between 12-20 SMZ's sold and the rest were spread out across the other major Nissan car markets such as Australia, Europe and of course Japan.

History of my 1996 300ZX Twin Turbo:

My SMZ was originally commissioned for the V.P. of sales, Nissan Canada and went on the show circuit for a season. It was then transferred to a Nissan dealer in Thunder Bay who put on approximately 10,000 km. I bought the vehicle in 1999 and am the first retail owner. The car currently has about 50,000 km and with just 1,500 - 2,000 km's per season, will likely not hit the 100K mark for another 25 years! I searched hard and long for a mint unmolested Z32, plus this vehicle is so beautiful and unique, that I do not ever plan on selling it.

What to do after 16 years when parts start to fail? Since I want to maintain the value of this car as much as possible, I went with only the best quality replacement parts last summer. I needed a new exhaust system and opted for the high quality of Specialty Z in California. I chose suspension parts from 300 Degrees and SPL, both from the U.S.

Zaheer Cheema from Boost Theory Automotive and Performance in Mississauga did the work. He specializes in Z cars and like me is a stickler for detail.

The exhaust install went smooth other than the expected seized bolt or two which Zaheer easily freed-up. The install was straight forward and took about 1.5 hours to complete. No doubt, yearly trips to Crown and Rust Check helped.

Exhaust Notes:

The new cat-back exhaust was overall quieter than the Stillen due to it's resonators although it does have a deeper low frequency sound. The dual oval tips compliment the Stillen rear valence - nicely matching the oval exhaust cut outs. The fit and finish of the Specialty Z exhaust system is top-notch and well worth the \$1,200 U.S. price tag! The increased power should be approximately 20 HP and judging by the grin on my face, it's all there!



I plan to have suspension upgrades done this Spring along with new z-rated tires all around.

Factory Upgrades for the SMZ:

Body kit: front spoiler, side skirts, rear valence, upper deck wing, windshield and side window decals.

Embroidered centre console and engine plaque.

17x9 wheels (front), 18x9.5 (rear), tires 255/40/17 and 275/35/18.

Lowered 3/4" with Eibach progressive rate coil spring kit, adjustable front and rear sway bars.

Skyline group 'n'/gtr brakes, cross drilled upgraded rotors with larger calliper/pistons, hi-metal brake pads.

Hi-flow air intake.

Aluminized steel cat-back exhaust.

Interior carbon fibre accent trim on door and radio bezel plus shifter knob, magnesium/aluminum drilled pedal pads.

Additional engine dress up:

Carbon fibre fan shroud and air guide, one-off carbon fibre throttle plate cover with 'SMZ' imprint, red urethane air and coolant hoses, carbong strut brace, AMS race radiator.



MY TWINZ OF PLEASURE

by Mauricio Gomez, Eastern Vice-Prez

Ever since I can remember, I have had a love affair with cars. But it wasn't until the first time I saw the 1990 300ZX model that I said "I will own one of these one day". Sure I loved Ferraris and Lambos but these cars were out of my reach. The day I saw the 300ZX Z32, I said this is attainable.

So I started saving for one but I could only manage to afford the first of my Z's when I was 17, a red & gorgeous 1985 300ZX N/A. It was my first 5 speed manual car and I had never driven a 5 speed before, so I manned up and learned. I drove this car for a few years until one day I hit a bump and I felt my ass drop a few inches!!! I pulled over and looked at the driver's seat, sure enough the rust had eaten right through the floor board and the seat was now hanging on to only 3 corners... I tried to get it fixed but the rust had eaten away at most of the car thus I had to say goodbye to her.

Then in 1996 when I turned 23 and I had some more cash saved up, I finally found my dream, a 1990 300ZX 2+2 N/A in London, ON. I bought it from a used car dealership and the car was in mint condition, red on black interior. The engine only had 110,000 km on it and it drove amazing and I got it for a steal at only \$15,000. I got my buddy to take me out there and we drove her back the same day.

I was in love with this car and still am today as I still own her. I kept her stock for many years; the only upgrade again was the stereo as by this time, I owned my own car stereo shop in Markham and I had sponsorship with OZ audio to do the system. She was and still is my pride and joy. I never upgraded any engine parts as she was always good to me and I was afraid to upgrade her to a turbo as the cost was way too high and I wanted a reliable car to drive every day in the summer time. She remained the same for many years and only the rims were changed to make her look better. Eventually I stopped driving her everyday as the engine idling was rough and a paint job was in order. I went through a bunch of cars including GM cars (2001 Aurora, 2007 Saturn Outlook), some Germans (2000 BMW 528i, 2003 Porsche Boxster, 2009 BMW X5) and some other Nissans (2006 Infiniti FX35 and 2011 Nissan Frontier Pro-4X) but it wasn't until 2009 when I met Erle Strauss with his Green Machine. He gave me an OZC spotted card and asked if I was interested in Z cars and wanted to come out and meet others who had Z cars. My interest was poked and thus I went out to a meeting and met some of the other members. I immediately saw why I had loved this car since I was 16, there were enthusiasts from all ages from the early Z's to today's 350Z and 370Z. I embraced this group of people because they also shared my love affair with the Z car. I became a member right away and the rest is history.



After speaking with a few members they all advised me to get my car tuned and fixed up so I could enjoy the tours. I went to both Whitehead and AMS but decided on the AMS route. I had them replace the entire electrical harness, drive shaft, belts, pulleys, upgraded to a performance clutch, intake and exhaust, slotted rotors front and back, calipers, then I lowered the car with coil overs and installed a new set of rims. After all of this work, the car was brand new again, faster and more agile that it had ever been. The next stage was to improve the interior and exterior of the car, the leather was really dated and so was the paint job. So as any other enthusiast, I went on Ebay and saw a great deal on a new interior. I was recommended to an Ebay seller by the name of Exotikleather by Rajinda Gunasena. The seller was a specialist in Z car interiors so I contacted him and sure enough he made me a special offer for my 2+2. I purchased his entire kit, which included the front and rear seats and also the trim kit for all the carpeted panels that Z cars came with. I also purchased a set of custom mats from Z1 and Shift and Ebrake boots to match the seats. I then had the car polished to bring out the luster again from the paint and after all this, the car looked new again, thus my love affair was re-kindled and my enjoyment with my Z was starting all over again. But like most car guys, I felt that I was still missing something, I was missing the wind in my hair (or lack of hair) thus after a few years and also driving other members cars (ie. Peter Paumier's 350Z roadster) I decided to purchase a 350Z Roadster. So in May of 2012, I found a





OZC 2013 Events Calendar

- June 1** **Picton/Prince Edward County Wine Tour**, contact Mauricio Gomez: soundfx@rogers.com
- June 5 Eastern Chapter Meeting at Route 66, Scarborough
- June 12 Western Chapter Meeting at East Side Mario's, Woodstock
- June 15 OZC Show & Shine at Scarborough Nissan, contact Bala Munirajakumar: bala.m@scarboroughnissan.com
- June 22** **Drag Day #1, St. Thomas Raceway Park with tour of Southwestern Ontario**
tour contacts Brian Gracie: bkgracie2@gmail.com and Ed Muth: muth@oxford.net
- June 23 Boost Theory Performance Car Show, Mississauga, contact Zaheer Cheema: Zaheer.A.Cheema@gmail.com
- July 3** **Eastern Chapter Meeting at Route 66, Scarborough, Toronto Tour departs after the meeting**,
tour contact Wes Hore: smurfed32@hotmail.com
- July 10 Western Chapter Meeting at Ernie's Roadhouse, Cambridge
- July 12-14 ZCCR Hot Import Dayz Weekend, Rochester, New York, contact John Taddonio, zcamut@hotmail.com
- July 27** **Kawartha Lakes Tour with a hosted lunch at a club member's cottage**
contact Eric Zondervan: zedfoot@rogers.com
- Aug 5-9 Z Convention in Nashua, New Hampshire, www.zccazconvention.com
- Aug 7 Eastern Chapter Meeting at Route 66, Scarborough
- Aug 14 Western Chapter Meeting at East Side Mario's, Woodstock
- Aug 23** **Z-Fest Meet & Greet (more details to come)**, contact Terry Weston: zeetoyz@shaw.ca
- Aug 24** **Z-Fest Tour of the Niagara Region**
contact Erle Strauss: estrauss3@rogers.com and Lou Pereira: loupaulo21@gmail.com
- Aug 25** **Z-Fest Car Show, Reif Winery, Niagara-on-the-Lake**, contact Terry Weston: zeetoyz@shaw.ca
- Sept 4 Eastern Chapter Meeting at Route 66, Scarborough
- Sept 8 Joint East-West Meeting and Show & Shine, Woodbine Nissan, contact Mauricio Gomez: soundfx@rogers.com
- Sept 14** **Drag Day #2, St. Thomas Raceway Park with tour of Southwestern Ontario**
tour contacts Brian Gracie: bkgracie2@gmail.com and Ed Muth: muth@oxford.net
- Sept 28/29** **Calabogie Weekend Tour of the Ottawa Valley Region featuring magnificent secondary roads**
contact Erle Strauss: estrauss3@rogers.com
- Oct 2 Eastern Chapter Meeting at Route 66, Scarborough
- Oct 6** **Swap Meet at Brantford Nissan**, contact Rick Scott: Rick.S@brantfordnissan.ca
- Oct 9 Western Chapter Meeting at Ernie's Roadhouse, Cambridge
- Oct 19** **Muskoka Lakes Tour featuring our favourite roads around Bala and Gravenhurst**
contact Eric Zondervan: zedfoot@rogers.com
- Nov 6 Eastern Chapter Meeting at Route 66, Scarborough, elections for 2014 Executive Committee
- Nov 13 Western Chapter Meeting at Ernie's Roadhouse, Cambridge, elections for 2014 Executive Committee
- Nov 16** **Year End Dinner & Social, venue to be determined**
- Dec 4 Eastern Chapter Meeting at Route 66, Scarborough
- Dec 11 Western Chapter Meeting at East Side Mario's, Woodstock

**** Please note that some of the events are still in the planning stages so please check the ontariozcar.com to confirm dates and location. Most tour dates will be on a Saturday with the Sunday (in some cases) as a fall back rain day.**

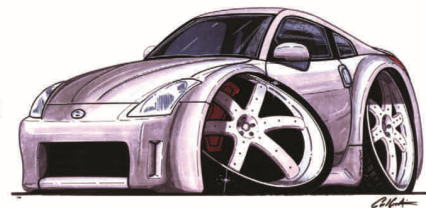
red one in Sarnia, ON and it was gorgeous. I went out to take a look at it, fell in love with it right away, put down a deposit and the next weekend I picked it up. Once I got back into Toronto, I went to a show 'n shine with some of the OZC members in Mississauga and everyone commented on how clean it looked. Again I started to do some minor cosmetic upgrades like adding some 20" rims, putting a small spoiler on the trunk and installed a front billet insert to make it look meaner. I also purchased a front bumper lip to be installed very soon. This new addition completes my stable. Now I have a track ready 300ZX for the winding roads and a 350Z Roadster for those

nice and relaxing wine tours. I look forward to doing more work on the 350Z but I will not go too crazy as this is a touring car only. I drive this car in the summer months as my daily driver and I love it as I get a great tan and enjoy the wind in my hair.

As to the latest addition to my stable, in March 2013, I added another German car for everyday driving (2013 Audi S4) so my stable of cars is complete with a track car, a touring car and now a family car. I have a car for every occasion and I plan to use them as much as I can for this upcoming OZC touring season. Zee you all out there

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