

# ZEDLINE



**SPRING 2014**

A publication of  
 **ONTARIO Z-CAR**  
ONTARIO Z-CAR OWNERS ASSOCIATION

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



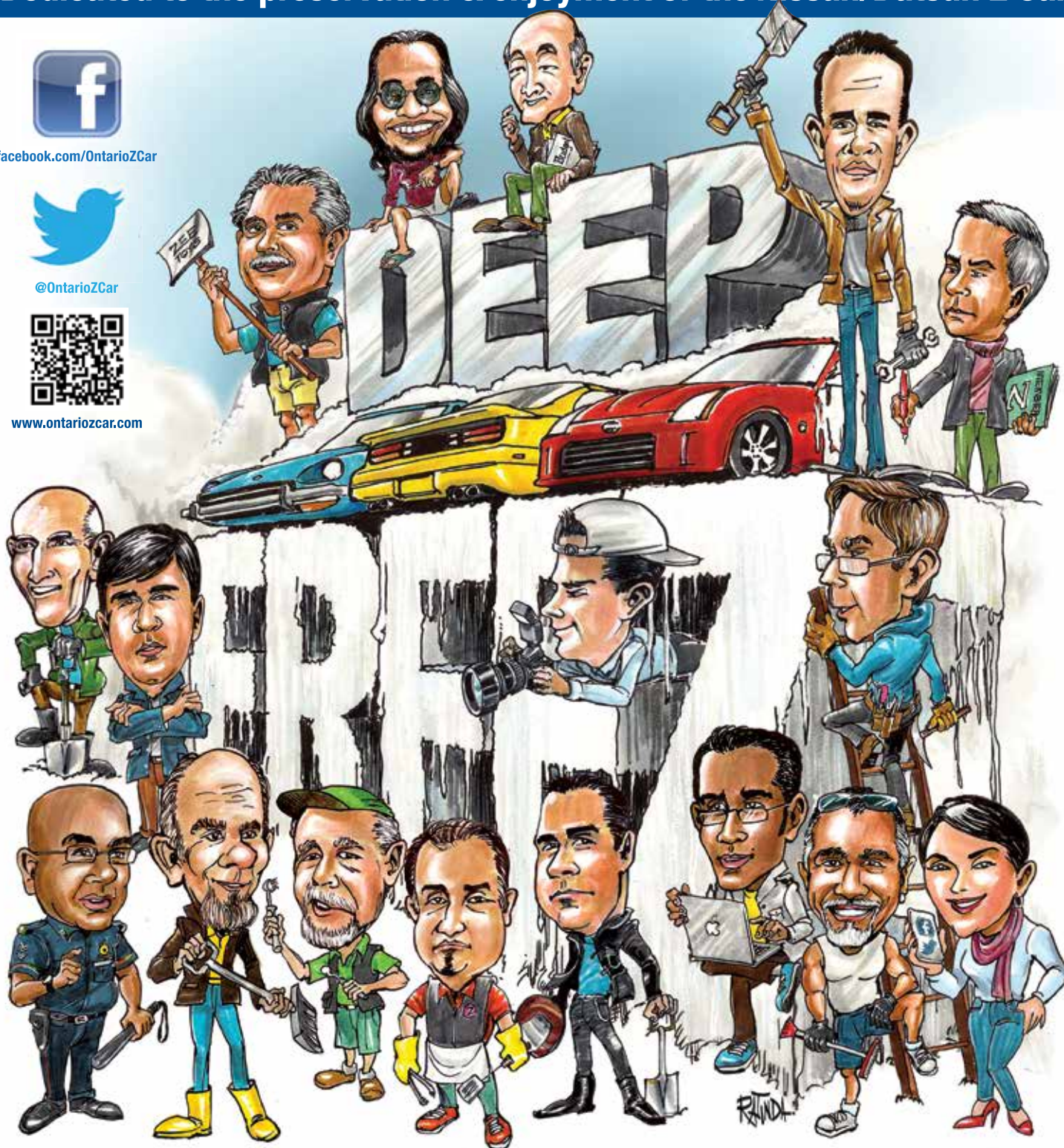
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# The Need for Speed!

By all accounts, this was a serious winter. The extreme cold and constant snow falls reminded me of what life was like living near Ottawa. By the time you read this, hopefully this bad weather will be behind us, and we can start concentrating on the up-coming driving season. I'm certainly looking forward to hitting the road on a nice, warm spring day! With that in mind, I'm going to take this opportunity to remind everyone about Ontario's anti-street racing/stunt driving laws. We are sports car enthusiasts, and I can appreciate that the temptation to enjoy all of the abilities your Z has to offer can be hard to resist. However, the Ontario Z Car Club in no way condones or promotes driving illegally in any way, or for that matter, doing anything which could damage the reputation of the club! It is paramount that you keep this in mind whenever you participate in any club activities.

That said, I personally do not support these anti-street racing laws. I believe they were an excessive overreaction to a fabricated crisis, and place far too much power into the hands of individual police officers. I in no way wish to trivialize the loss of life and injuries that can be directly attributable to street racing. However, in light of the very small percentage of incidents directly linked to street racing (less than 1% of deaths), the punishment seems drastically out of proportion to the risk. This is particularly so when you consider that the current number one cause of road fatalities is now considered to be a result of distracted driving. Yet the punishment for distracted driving is only a \$280 fine, compared with a \$2000 fine, 6 demerit points, vehicle seizure, and license suspension for 7 days for "street racing!"

What I find even more disturbing is that the vehicle seizure and license suspension are immediate, with no requirement to prove guilt in court. This in effect makes the police officer also the judge, jury and executioner. Now, I have friends who are police officers, and there are members of this club who are officers. I have a tremendous amount of respect for them. However, as in any occupation, there are those that are good at their job and those who aren't. Most of us have had to deal with at least one idiot co-worker or employee at some point in our careers. Policing is no different. I've personally had an encounter with an officer who was not good at his job, and the experience was disturbing to say the least.

One summer evening several years back, I was returning from a car show with Bill Husar and J.P. Matte, each of us driving a Z. Bill had to stop for gas, so we pulled into a station, and while he was filling up, I got out of my car to talk to J.P..

At that point, an officer pulls in, rolls down his window, and starts screaming at me! "You're going to kill people!"

There are children in this neighborhood! I could have you locked up," and so on! I stood there in stunned silence, with absolutely no clue what he was going on about. We had just passed through the small town of Brooklin, Ontario and we knew to be on our best behaviour. I decided to apologize to avoid escalating things further, and he eventually calmed down.

Now, you may be thinking that I'm yet another one of those guys who swears up and down that they were doing nothing wrong, but in reality was doing a burnout through the middle of town, or something else crazy. I'm probably not going to convince you one way or the other of that by describing how we were driving. What I will tell you is that when the cop finally drove away, he yelled out the window at me "it must be nice to have money!" That says it all. That speaks volumes about this officer's personal bias and how it corrupted his perception of what we were doing.

The reality is that none of us paid more than a few thousand dollars for our cars. Not hundreds of thousands, not even tens of thousands. His salary was at least twice if not three times what I made at the time. Yet he saw us as rich, spoiled and careless, like we were children, despite all of us being in our 30's and 40's at the time. He was looking for an excuse to punish us.

Fortunately, the street racing law was not in effect at the time, but had it been, our cars would have been impounded, we would have been stranded and faced with thousands of dollars in fines, simply because this cop didn't like the looks of us. That's not the way policing is supposed to work in this country! Unfortunately, I don't see things changing any time soon. No politician is going to stick his neck out in favour of what will be seen as support for reckless driving. Consequently, as sports car drivers, we will remain as high profile, easy targets for this law, and therefore we must continue to be diligent not to draw undue attention to ourselves while we are out driving.

Keep warm!

*Nigel White*

PRESIDENT - Ontario Z-Car Owners Association



*PreZ*



# CAR touring to CAR-tooning.

**Editor  
Note Z**

It's safe to say that this was one of the harshest winters ever. At least I had not felt such a severe freezing cold & ice for the past 25 years I have lived in Canada. Like most of us I was unhappy, not having the Z to drive or Golf to play. I realized I had some time on my hand, stuck indoors like the rest of us. It was also the time I was contemplating doing something NEW for the newsletter. I had already planned to do a Z-Profile of Edmarc, who had some great stories to tell. The idea was to have a funny illustration to go with his exciting stories. But by the time I decided to contact him for a sit down interview, he was out of the country.

Having scrapped that idea, I thought of finding some funny cartoons on the internet. I figured there would be so many to choose out there. But in reality there was nothing that I really liked. Then it hit me, why don't I draw them? Yes, believe it or not I had done cartoons, caricatures as well as a few real life portraits. All that took a back seat the moment I started using the computer. To be honest it had bothered me for a while, that my 22 year old daughter had not actually seen me draw or paint. She'd shown an interest about it, having seen a few of my work in an old portfolio. I realized I had become lazy. A slave to the computer where I could always "undo" any mistakes... not so when you draw on paper or canvas.

Luckily I had saved most of my pencils, markers, brushes neatly stored in some boxes. First I did some sketches for my girl friend Kisa's study program, which showed me right away how out of touch I was.

Still it was like riding a bike, and soon the brush and pencil lines started to come together. Next, it was time to figure out what I was going to draw for the Zedline. What's better than doing CAR-toons on CAR guys!

The trick was to find time, as well as get their pictures for references, without anyone knowing. I wanted this to be a total surprise for my fellow Z club members. The title was going to be "DEEP FREEZ" (without the "E") which would show us digging out of this miserable weather. I sketched the background first, with three Z cars half covered in snow. Even though none of us drive them in this weather, I thought it was needed for the visual impact. I selected the 3 most significant body styles of all the generations. Of course one of them had to be my yellow Z32, and a 350Z in Red, similar to Mauricio's. I don't know who has a Blue 240Z in the club, but I chose that to balance the colours.

Next were the faces, with funny bodies, which I drew individually, scanned and placed them on the background. I have to say some of you have really great features, perfect for cartooning. I was able to exaggerate some faces, while others were left as they were. One of the hardest to do was Bob Chwalyk, as the reference picture was so dark, and his features weren't clear. On the other hand one of the easiest to draw was my fellow GoPro user Peter Paumier.

However my biggest concern was the reaction of the guys in the cartoons. Obviously I was going to poke fun of them, whether it's their look, hobby or work.

The first rule of cartooning is to use some aspect of the subject and make it funny & humorous. However, for me there's always an exception to this rule. I strongly avoided drawing ladies as my subjects. Sometime back I learnt the hardway, that ladies didn't appreciate when made fun of their looks. However I had to get Vanessa in. After all she is the sole female in the EXCOM, and I knew she had a great sense of humour.

It took me a few days to get it right and that's how this issue's cover came about. Hopefully all of you will get a good kick out of it, trying to figure out, who's who, doing what. I know I am missing few KEY members. Unfortunately I couldn't get everyone in there, because of the limited space, but more importantly I didn't have the time. Combine it with the difficulty to find good reference pictures, I had to drop some I knew very well too. May be down the road I might do another one and include them. So beware guys, next time I take a picture, you may end up being a cartoon on the ZEDLINE!!

As for the rest of the contents, we got a great article on the Tail of the Dragon, from Art & Sheila Meens. This was held back for a couple of issues, along with JP Matte's drag article. We also got a Tech article from Mike Hanson of Whithead Performance. This being the first issue of the year, you will also find many club activities announced & highlighted.

Now, all we need is the warmer weather!

**Rajinda Gunasena**

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



OZC executive committee meeting at The Snooty Fox in Hamilton. Pictured from left is Terry Weston, Bob Chwalyk, Mauricio Gomes, Rajinda Gunasena, Vanessa Malison-lafrate, Jason Okolisan, Nigel White, Howie Yoshida and Laverne Burkhart. Not present was Eric Zondervan and Zak Irvine.

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

**Eric Wells**  
**Graeme Herbert**  
**Gabriel Dimarco**  
**Shane LeRoux**  
**Paulo Conceicao**  
**Nick Giancroce**

I'd like to extend a cordial invitation to you to participate in club events, meetings, our website forum and the newsletter. Past members are also welcome re-join OZC and be part of the largest, most exciting Z-Club in Canada!

***Bob Chwatyk***

Membership Director



# Content Z

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### Contributors:

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Mike Hanson

Art & Sheila Meens

Eric Zondervan

Rajinda Gunasena

Jason Okolisian

The OZC tour committee had their annual planning meeting in March at Roy Watts' residence in Toronto. On hand were (from left); Wes Hore, Mauricio Gomez, Brian Gracie, Lou Pereira, Roy Watts, Rajinda Gunasena, Peter Paumier, Eric Zondervan, Jason Okolisian and Jim Lackie.



"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."





# Caring for your

Z



TechZ

All classic or older cars should be inspected on an annual basis at the start of the season to ensure that all systems of the vehicle are in proper working order. This is an excellent time for an oil change for a fresh start to the season.

## Wheels/Tires:

Tires should be replaced after 5 years no matter how much tread is left. Tires 5 years old start to harden and sometimes crack as well. The dry grip deficiency

won't be noticed much but it's in the wet where the hard rubber really fails miserably. Nobody wants to be driving a classic car that's skittish and sliding around in the rain.

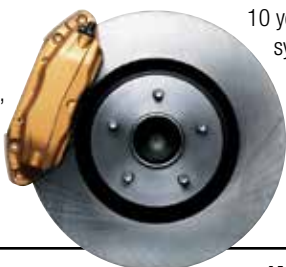


Old or original wheels tend to be small diameter and narrow. This makes it

harder to find decent rubber when it's time to replace tires. Most tires that belong on a classic sports car aren't made in 15" and under sizes anymore and settling for all season tires limits the performance and can be an improper fit from a speedometer calibration perspective. Old wheels also tend to have some level of imbalance and runout in them leading to vibration on the road. Having a set of new, larger diameter "driving" wheels with modern performance rubber dramatically improves the ride, smoothness, and handling of an older vehicle. There are many retro looking new wheels out there designed to bolt on to older cars without needing spacers or adapters. The original "show" wheels can be kept and bolted on for car shows and pictures and things of that nature.

## Brakes:

Brakes should be serviced every couple of years so the calipers, pads, sliders, shoes, and hardware don't seize and cause brake problems. Because these cars sit for an extended period of the year it's a good

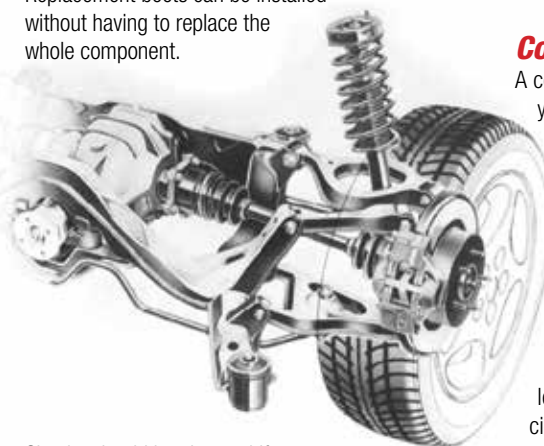


idea to have the service done to prevent rust and seizing. Brake friction materials and rotors and drums should last for many years due to the low mileage driven every year.

Brake fluid should be flushed as often as in a daily driven car. A car that sits or a car that gets driven both absorb moisture in the brake fluid just as fast. The brake fluid should be tested for moisture concentration every year at the annual inspection. Parking brake cables and mechanisms should be tested for free operation annually and lubed and adjusted as needed.

## Suspension and steering:

Should be inspected annually for wear. Wheel bearings should be adjusted if too much play is detected. Eventually ball joint and tie rod boots will melt and become one with the grease they're containing. Replacement boots can be installed without having to replace the whole component.



Shocks should be changed if they're over 15 years old or have high mileage on them. Any leakage and they should be replaced immediately. A road test will determine if the shocks are still in good condition or need replacement.

Power steering fluid should be changed/flushed at 10 years or 50,000 kms. Any leaks in the system should be repaired sooner rather than later. Torn steering rack boots should be replaced immediately to prevent steering rack damage.

## Engine

An engine oil change should be done once a year minimum, spring is best. If the car is driven over 5000kms/year then change every 5000kms. If driven over 10Kms/year or at roughly halfway point if driven between 5Kms and 10kms/year. Make sure the chassis is lubed at every oil change as well.

Belts should be inspected every year and changed if any significant wear, cracking or fraying is found. Valve clearance should be adjusted (if necessary) every 4 years or 20,000 kms on average. A compression test is not a requirement but a good way to keep an eye on the health of the engine if done every 3-5 years.

Any engine oil leaks should be pinpointed and repaired where feasible before the engine is completely covered in oil or it soaks the alternator, hoses, or belts in oil. Oil drips are also a pain and some storage facilities will not accept leaky cars.

## Cooling system

A coolant flush should be performed every 4-5 years to keep the system clean and corrosion free. A bottle of water wetter is a good addition as it will help keep the engine temps down and provide extra lubrication for the water pump seal.

Hoses and connections should be inspected annually for softness, swelling and cracks. If hoses are over 15 years old they should be replaced. The waterpump should be inspected for leaks and play in the waterpump bearing. Any deficiencies and the water pump should be replaced.

## Fuel/induction system

Air filters should be inspected on an annual basis and replaced when dirty.

Intake boots should be checked for cracks or splits and replaced if problems are found.

When storing the vehicle, fill fuel tank completely and add fuel stabilizer then run vehicle for a short period of time with stabilizer in fuel. This stops the fuel from varnishing the carburetors or fuel injectors. Filling the tank prevents rust from forming inside the tank. Fuel filters should be replaced every 4 years or

30,000 kms. The old filter should be inspected for rust particles or sediment, if any is found then fuel tank is contaminated and must be relined to prevent dirt from contaminating the fuel pump and carbs or fuel injectors. This is a common problem on older vehicles, especially cars that have been stored for many years.

Fuel hoses and fuel pumps should be checked for leaks, cracking, swelling (hoses) and must be replaced if deficiencies found.

Using lead additive in the fuel isn't a major concern as wear rates of brass valve seats don't seem to be affected to a great degree with the removal of lead in gasoline. By the time the seats are worn, the rest of the engine usually needs a rebuild as well.

Have the carburetors tuned and adjusted once every 5 years or sooner if driveability problems arise. Find a shop that knows and understands carburetors and carb tuning well. This is a dying art and competent people are hard to find. A good tuner will use a portable wideband air/fuel ratio monitor to set the mixture to get very precise carb tuning.

### Ignition System

Spark plugs, ignition wires, distributor cap and rotor should be inspected every 20,000km or 4 years and replaced if necessary.



Ignition points should be checked and adjusted every 2 years or 10,000km. Ignition timing should be set at the same time. Or better yet, upgrade to electronic ignition and further ignition timing adjustments are usually unnecessary.

Ignition timing on electronic ignition systems should be checked/adjusted every 4 years or 20,000 km.

### Exhaust System

Should be inspected annually for leaks, rusted or rotted components, and broken hangers. Mufflers rust from the inside out because acidic water forms in the exhaust and collects in low points in the system (like the muffler and resonators) and rots them out especially when the car sits for extended periods of time. Upgrading to a stainless steel exhaust system protects against this and these exhaust systems can last for 20+ years.

### Electrical

Have charging system, starter and battery tested annually.

Clean battery and main wire connections every few years.

Look for evidence of battery boiling over from

overcharging and fix alternator/voltage regulator problem. Battery acid eats paint and metal.

Have all electrical systems tested annually and repair any deficiencies in any electrical device. Ignoring problems can lead to bigger problems.

### Driveline

Manual transmission and differential fluids last a long time and only require changing every 10 years or 72,000 kms.

Automatic transmission fluid should be flushed every 5 years or 36,000 kms.

U joints should be inspected annually for wear, play, and rusting/seizing.

CV joints if equipped should be checked annually for torn boots and road tested for clicking in sharp turns. Fluid leaks from transmission or differential should be addressed as needed. Fluid levels can run low eventually and it also makes a big mess of the underbody. It can also end up on the exhaust system where it will burn off with a very distinct odour.

### Body

Washing the vehicle twice a month minimum keeps dirt and contaminants from attacking the wax and paint and both will last longer with regular washing.

The car's paint should be cleaned, polished, and waxed thoroughly at least once a year, preferably just before winter storage and once in the summer if possible.

Chrome parts should also be cleaned and polished thoroughly with a good chrome polish on the same schedule as the waxing.

Rubber trim parts and rubber weatherstripping also need to be treated on a regular basis with silicone spray to keep the rubber soft and to prevent shrinking and cracking. The trim parts can be treated with a rubber conditioner to restore their deep black colour.

Hinges should be lubed thoroughly once a year with lithium grease and door locks with graphite grease. Any sign of play in door hinges should be remedied with new hinges or installation of door hinge pin kits. A good light oil based undercoating such as Krown or Rust Check should be initially applied once a year until a thorough saturation

of the underbody and body panels has built up. Afterwards, reapplication can be lessened to every 2nd or 3rd year to maintain rust protection.

### Interior

A good sunshade used during the season is a necessity to keep the heat load and UV rays in the interior to a minimum to extend the life of the interior parts. Regular cleaning of the carpets, dashboard and seats keeps everything fresh and new looking for many years. An interior shampoo/vacuum once every few years will get rid of ground in dirt especially on the driver's seat and carpet where most of the dirt and wear is found.

Applying a reputable dash protectant sparingly a few times a year to the dashboard will help the vinyl stay soft and prevent cracking.



Leather seats should be cleaned with proper leather cleaners and conditioners on an annual basis. Replacing or restoring high wear items like shift knobs, shift boots, steering wheels, and carpets can really make a big difference in feel and visual impact. When storing a vehicle, placing Bounce sheets in the interior can prevent rodents from taking up residence in your car. Open boxes of baking soda will also remove unpleasant odours and help remove moisture out of the interior.

### Storing vehicle

Gas tank full and add fuel stabilizer

Disconnect battery. Remove battery if storage not heated.

Bounce and baking soda in interior.

Pump up tires to minimize flat spotting.

If putting up on blocks use long 2x4 to distribute load evenly.

Use a car cover to keep dust off and curious eyes away.

Heated climate controlled indoor storage best.

Priority is indoor, dry, heated in that order. If possible trickle charge battery a few days before starting.

If storing for multiple years, oil down spark plug holes and turn over engine a few times.

If possible, start vehicle once/month and warm up to operating temperature. If vehicle can be moved indoors then do so.



**Mike Hanson**

*Whitehead Performance*



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Club Member







# A Tale of Two Drag Events

*JP Matte*

From a weather perspective, 2013 was a great year for the Drag Events which were held on June 22nd and September 14th. For the first time in many years, the threat of rain was not an issue. This is a great relief because much like weddings, baseball games and picnics, Drag Racing does not lend itself well to rainy weather.

The June 22nd event was well attended and combined with a Western cruise where some of the touring group came to watch and participate in the track activities. A good representation of member cars participated. Here they are starting with the fastest and working our way back:

## June 22nd

Michael Boodoo - 1975 280Z Turbo (Modified) 10.80 second ET / 1/4 mile  
 Adam Pritchard (non member) - 2013 GTR (Modified) 10.81 second ET / 1/4 mile  
 Edmarc Arendoque - 2013 GTR (Stock) 11.4 second ET / 1/4 mile  
 Steve Novak - 2009 370Z (Modified), Normally Aspirated 12.80 second ET / 1/4 mile  
 Chris Kingston - 1990 300ZX Twin Turbo (Stock) 14.28 second ET / 1/4 mile  
 Manolo de Leon - 1971 240Z (Modified) 14.7 second ET / 1/4 mile  
 Jean-Pierre Matte - 1971 240Z (Modified) 15.3 second ET / 1/4 mile  
 Will Hayward - 1984 280ZX Turbo (Stock) 17.25 second ET / 1/4 mile

## September 14th

Michael Boodoo - 1975 280Z Turbo (Modified) 11.01 second ET / 1/4 mile  
 Trevor Boodoo - 1972 510 Wagon Turbo (Modified) 13.00 second ET / 1/4 mile  
 Ed Muth - 1963 Chevrolet Truck (Modified) 11.4 second ET / 1/4 mile  
 Chris Kingston - 1990 300ZX Twin Turbo (Stock) 14.31 second ET / 1/4 mile

In addition to making some runs down the track, we also got to see a variety of interesting vehicles do the same. There was a 5.11 second late 90s Pro Mod Camaro which on its first run almost crashed as it had gotten all bent out of shape before being able to shut it down at half track and still ended up running an 8 second time. There was a Top Fuel Harley Drag Bike running 8 second times. The brave rider was wearing full racing leathers, with his club affiliation, sponsor perhaps, The Hells Angels, emblazoned on the back of his jacket. As well, there was Diamond Jim who made a pass in his jet motor powered Funny Car. When you combine the vapour, the noise and the flames from the afterburner, it makes for quite a viewing experience.

Many of the regular participants were unable to do battle due to mechanical issues, some minor, which prevented them from participating. I had a frayed rear brake flex hose. Nigel was beset with rampaging mechanical gremlins which kept him up until 4:30 Saturday morning. Steve Novak's 370 motor bravely gave its life battling Mustangs. Manolo's ride was upset at the neglect it felt it was being subjected to, and refused to come out and play. I don't know what happened to Will Hayward's 280ZX as I was looking forward to seeing a tremendous improvement as his car had undergone significant tuning improvements.

I am optimistic that the bulk of the mechanical issues which plagued many of us this year will be settled in time for next year's Drag Events. I'd also like to thank all of the touring people who took the time to explore what goes on at the Drag Strip. Their company was appreciated. I'd also like to thank Brian and Karen Gracie for having set up the always enjoyable Tobacco Roads tour which earlier that day provided us all with some fine touring as well as a visit to a privately owned Drag Racing museum. Amidst the burning rubber fueled tire smoke and roaring motors we all had a great day. Hopefully many of you out there will join us again next year.

<http://www.tailofthedragon.com>

This wonderful driving "experience" is in North Carolina but it is located south of Knoxville Tenn. My spouse Sheila and I enjoyed the road I am about to describe in our newly acquired 350Z.

Our trip took 7 days. We took 3 days to get to "The Dragon". For those of you who do not have the time, you can get to Knoxville in a day if you get up early enough. This is at least a 3 day trip. One day to get there, one to tame "The Dragon" and one to get back. You will be missing a whole lot of fun if you rush it. There is a lot of driving to be had while going, visiting and returning. While at "The Dragon", you might want to take in one of the many festivals in the area. They are a lot of fun and are well organized. This is Civil War country and it is back woods.

We had acquired a 2006 350Z with original tires, so needed new tires. Off we went via Buffalo to get tires. Bailey tires did a great job and we were back on the road in 90 minutes. I figure the saving was \$400.00 which is the cost of 1 day on the road.

The next stop was Erie Penn. Erie has seen better days but it has a lovely harbor and one of the best restaurants is right at the lighthouse at the end of the main street. We spent the night and then headed out for West Virginia. Microtel Hotels are the best bargain. Of course this depends on your "style".

Our destination for the day was Wheeling W.Va. but first we had to pass Grove City. Grove City is a discount mall. It is directly south of Erie Penn and north of Pittsburgh on route 179. When we left Grove City and passed Pittsburgh, we took 170 southwest into West Virginia. Wheeling, West Virginia has also seen better days but it is a great spot to visit. Wheeling was at one time the western terminus for all the railways in the U.S.A. Unfortunately, once the railways crossed the Ohio, the west was opened. Wheeling had been a very rich town in the early 1800s. The architecture is beautiful but much of it has been left to decay. We left Wheeling and took Route 2 beside the Ohio River to Route 77 and then on to Charleston W. Va. for the night.

While in Charleston we visited a local Indian mound. We have found that these mounds extend throughout the Midwest from the Ohio River to as far as the Mississippi river. National Geographic has done a few articles about the mounds "discovered" near St. Louis. That is another trip we hope to make. Charleston is also noted for being home to the prison that housed Charles Mason for many years before it was closed and he was shipped off to California. It is located right across the road from the site of the Indian mound and I must say it is one of the bleakest, darkest, most dismal places that I have ever seen.

Leaving Charleston we headed for Knoxville Tenn. via The Cumberland Gap. There is no direct route to The

# Taming the



## 318 Curves in 11 Miles!

### Feature Z



Cumberland Gap but I wanted to see it. Knoxville has a restaurant chain called Calhoun's and they have the best ribs this side of Florida. Also, I wanted to visit the Cumberland Gap which separates Kentucky from Virginia.

We took highway 164 west out of Charleston toward Huntington Ohio. We cruised at 140kph with spurts to 160km for hours and did not see a police car or in fact another car. The sight lines are excellent and the road surface is smooth.

The Americans certainly build good roads. Western West Virginia is Hatfield and McCoy territory and I can say this...it is hard country in which to make a living. It is mountainous and of course rocky. Not many places to grow a crop or graze livestock.



By the way, packing in a 350 is not easy for our spouses. Sheila being a good sport did not bring near as much as she would have liked. We have found that many little flexible bags are far better than one large suitcase. Thanks to Nissan, we have also found that the little glove box behind the passenger is just right for a few bottles of wine. But I digress...back to the road.

Just west of Huntington, we took Route 23 in Kentucky south to Prestonsburg Ky. and then Route 80 South and West to Route 267 South to Route 421 South to Baxter and then Route 119 west to Pineville and then Route 25E South to The Cumberland Gap. By the way, Route 267 is not a long road but it is fun.

It climbs over a mountain range and is therefore full of switchbacks. Sheila just held on for the ride. This was my first taste of mountain driving and it was a good primer for our time on "The Dragon".

The Cumberland Gap is named after Lord Cumberland aka "The Butcher of Culloden". He slaughtered the Scots who survived the battle at Culloden in Scotland just east of Inverness. Those were the Scots who followed "Bonnie Prince Charlie" on his ill fated invasion of England.

Until Daniel Boone "discovered" The Cumberland Gap, there was no known passage between Virginia and Kentucky. This gap is not wide but it is long. Wagons could not make the passage. All goods were brought in by horseback. The next day we drove south out of Knoxville on Route 129 to Route 411 and then south to Route 360. We could have driven along 175 but this is a driving trip not a "hurry up and go" trip.

The Tail of the Dragon: As we soon discovered, Route 360 is also known as The Cherokee Skyway. It is actually the beginning of The Blue Ridge Mountain Parkway system. The skyway offers a lovely drive through a canopied roadway with lots of twists and turns beside a babbling brook. Our first stop was the Cherokee Welcome Centre at Tellico Plains Tenn. This was the best place for souvenirs in the area. It did not get better than this. Our next stop was Robbinsville North Carolina to check in at the Microtel.

We could not believe the number of motorcycles and especially the Harleys in town. They had plates from all over the U.S.A. Robbinsville is obviously a Harley Mecca. It rivals Port Dover Ontario in size and number of bikes on Friday 13th. However, Robbinsville is busy every day from May to October. Port Dover is only this busy on a Friday 13th. We quickly learned that we were second class citizens compared to the bikers. There were 150 bikers when we arrived and another 150 expected that day. Further, we picked the week that the American Mini Association/Club gather for their annual challenge of "The Dragon" and other similar roads in the area. When we left, there were 300 Minis in the area. We would be driving along one of the many twisty roads when all of a sudden we would be surrounded by Minis.





We often saw 10 – 20 of them screaming down the roadways testing their skills. That afternoon we attacked "The Dragon". But the first stop was at Deal's Gap which is the home of the Harley Gathering. I stopped to take a few pictures of "the tree of shame" which is in memory of those who were less than successful at taming "The Dragon". Various motorcycle parts were nailed to the tree which sits at mileage 0.0 of "The Dragon".

Once we were into "The Tail" there was no turning back. There are no side roads for 12 miles. I attacked the curves as best I could but the sight lines are terrible and I was constantly watching for oncoming motorcycles as well as the occasional car. It was hard to get out of second gear and once into 3rd, I was quickly back to 2nd. Conclusion – stay in second and rev the hell out of it. The most memorable curve was one that actually changed camber and direction half way through it. Going into this curve, we were passed by a motorcycle of some description. We never saw it again as it disappeared quickly around the next bend. At the end of "The Tail" we saw our first State Trooper. He was sitting waiting for the next car or bike that did not realize that the cops always sit at the bottom of a hill. He did not have to wait long for his next tag.

Unfortunately, once you have slain "The Dragon", the shortest way back is the way you came. So back we went along "The Tail". Fortunately, these drives look a lot different going the other way. It was like another drive. Back at mileage 0.0 we stopped to take pictures of "the tree of shame" and then we took Route 28 to the left showing a trip to Fontana. This was the beginning of a twisty road known as "The Moonshiner" which is the route taken to Atlanta by moonshiners in the days of probation. Immediately, 15 Minis came up from behind. After a few miles of trying to keep in front of them, I pulled over and let them fly by. I tried to stay with them but could only

see the end in the distance by the time we reached the Mini tour headquarters. They all pulled in while we continued on only to be assaulted by another 20 Minis coming the other way. It was like passing a train at close quarters on a very twisty mountainous road. The Mini drivers were having fun.

For the next 2 days we took a side trip to Atlanta to visit some friends. If you want a side trip, Atlanta is about 3 hours away and it is well worth the visit. The Aquarium and the Coca Cola Museum are 2 exhibits you must see. However, there is an excellent museum of The Battle of Atlanta as well as lots of eateries to satisfy your taste buds.

Back to "The Tail of the Dragon": We returned from Atlanta to Asheville North Carolina and the "official" beginning of The Blue Ridge Mountain Parkway. We arrived on a Sunday



night and most of the town was closed. Asheville is the home of America's largest castle. It is still an operating estate and was built by the "Vanderbilt" family before the introduction of INCOME TAX. Think of what you could buy if 30% plus – plus of your wage did not go to your government.

The Blue Ridge Mountain Parkway was built for the motorcar and driving trips. The Americans have a different attitude toward the driving public. They realized early on that people like to take motorcar trips. Consequently, they built roads so that people could enjoy the drive. This caused more people to venture out to do the drives and it consequently improved not only the economy of the country but also that of those "out of the way" places like Robbinsville. In Canada, we think driving is to get from A to B whereas in the U.S.A. they actually realize that people like to get out on the road and enjoy the trip. The speed limit on the BRMP is 45 mph and you had better stick to it. Speeders are heavily fined and in some cases lose their vehicles.

On leaving Roanoke, rather than return via Interstates which I find boring, I decided to cut diagonally due North as much as possible. Most of the major highways run Southwest and Northeast. But there are some interesting roads that run mostly due North. Route 220 is a great road with lots of history and derelict buildings and historical markers. For instance we found one marker that read "General Lee wintered here on his way to Gettysburg". Route 220 goes right through the Shenandoah Mountains and so it is one long all day ride where you seldom get past 3rd gear. We later found out that these roads were also coveted by Harley Riders. I choose Route 220 North out of Roanoke to Clifton Forge, a brief jog on I64 west to Covington, back on Route 220 North to Cumberland, Maryland and then continued North on 220 into Pennsylvania.

We left Route 220 at Bedford Penn. and took I70 West to I79 North past Pittsburgh and then I79 North back to the Grove City area. We stayed near Slippery Rock as we had been informed that Grove City was packed and accommodation was tight.

The next day we were back at home after a short ride of only 5 hours. All and all – we had a great time, good driving and lots of fun. If you take this route we know that you will enjoy it.

Yours in Z land.

**Art and Sheila Meens**

P.S. We are interested in compiling a series of drives for Ontarians. If you have taken any day trips or tours of longer than one day and you wish to share the route, please let us know at [artnsheila@hotmail.com](mailto:artnsheila@hotmail.com)

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# 2014 Events Calendar

APR

- April 2** Eastern Chapter Meeting at Watt's Restaurant, Scarborough  
**April 9** Western Chapter Meeting at Ernie's Roadhouse, Cambridge  
**April 27** Swap Meet at Brantford Nissan, contact Rick Scott: Rick.S@brantfordnissan.ca

MAY

- May 7** Eastern Chapter Meeting at Watt's Restaurant, Scarborough  
**May 10** Joint E/W Meeting at Montana's in Milton, 11am. Halton Hills Tour departs at 1pm.  
 tour contact: Jason Okolisan: j\_okolisan@yahoo.ca

JUN

- June 4** Eastern Chapter Meeting at Watt's Restaurant, Scarborough  
**June 11** Western Chapter Meeting at East Side Mario's, Woodstock  
**June 14** Niagara Wine Tour, contact Mauricio Gomez: mauricio@ontariozcar.com  
**June 21** Drag Day #1, St. Thomas Raceway Park, contact JP Matte: jpmatte@rogers.com

JUL

- July 2** Eastern Chapter Meeting at Watt's Restaurant, Toronto Distillery Tour departs after the meeting,  
 tour contact Wes Hore: smurfzed32@hotmail.com  
**July 9** Western Chapter Meeting at Old Marina Restaurant, Puslinch Lake, Cambridge, 7pm  
**July 18-20** ZCCR Motor Fest Weekend, Rochester, New York, contact John Taddonio, zcarnut@hotmail.com

AUG

- Aug 2** Newcastle and Kawartha Lakes Tour with a hosted dinner at a club member's cottage  
 contact Erle Strauss: estrauss3@rogers.com and Bill Husar: ajaxzcars@hotmail.com  
**Aug 5-9** Z Convention in San Diego, California, www.zccazconvention.com  
**Aug 6** Eastern Chapter Meeting at Watt's Restaurant, Scarborough  
**Aug 13** Western Chapter Meeting at East Side Mario's, Woodstock  
**Aug 16** Z-Fest Tour of Southwestern Ontario with a hosted dinner in Cambridge  
 contact Laverne Burkhart: lburkhart@rogers.com and Jerry Barvinek: jerry.barvinek@bucanada.ca  
**Aug 17** Z-Fest Car Show, Canadian Warplane Heritage Museum, Mount Hope  
 contact Terry Weston: zeetoyz@shaw.ca and Nigel White: nigelwhite1971@gmail.com



SEP

- Sept 3** Eastern Chapter Meeting at Watt's Restaurant, Scarborough  
**Sept 6** Joint E/W Meeting at Dean Michael's Griddlehouse in Woodstock, 10am. Tour of SW Ontario 12pm.  
 tour contacts Brian Gracie: bkgracie2@gmail.com and Ed Muth: muth@oxford.net  
**Sept 13** Drag Day #2, St. Thomas Raceway Park, contact JP Matte: jpmatte@rogers.com  
**Sept 20/21** Calabogie Weekend Tour of the Ottawa Valley Region featuring magnificent secondary roads  
 contact Erle Strauss: estrauss3@rogers.com

OCT

- Oct 1** Eastern Chapter Meeting at Watt's Restaurant, Scarborough  
**Oct 4** Muskoka Lakes Tour featuring our favourite roads around Bala and Gravenhurst  
 contact Eric Zondervan: zedfoot@rogers.com  
**Oct 8** Western Chapter Meeting at Ernie's Roadhouse, Cambridge  
**Oct TBD** Swap Meet, possible fall event, date and location TBD

NOV

- Nov 5** Eastern Chapter Meeting at Watt's Restaurant, Scarborough, elections for 2015 Executive Committee  
**Nov 12** Western Chapter Meeting at Ernie's Roadhouse, Cambridge, elections for 2015 Executive Committee  
**Nov 22** Year End Dinner & Social, venue to be determined

DEC

- Dec 3** Eastern Chapter Meeting at Watt's Restaurant, Scarborough  
**Dec 10** Western Chapter Meeting at East Side Mario's, Woodstock

\*\* Please note that some of the events are still in the planning stages so check the [ontariozcar.com](http://ontariozcar.com) to confirm dates and location.

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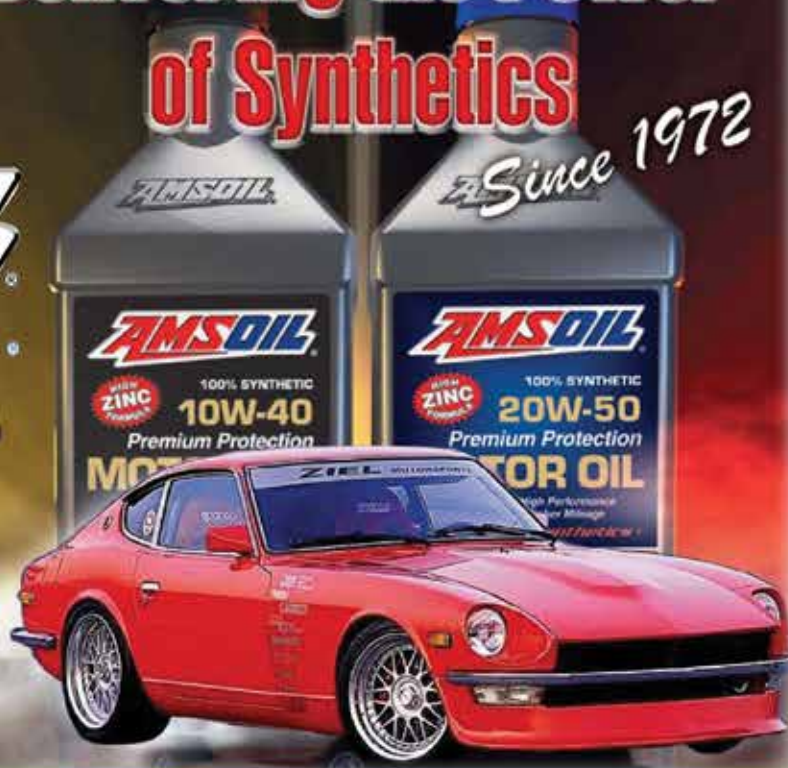
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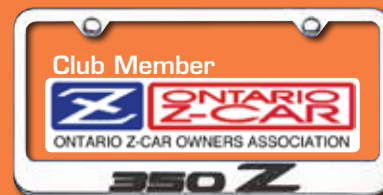
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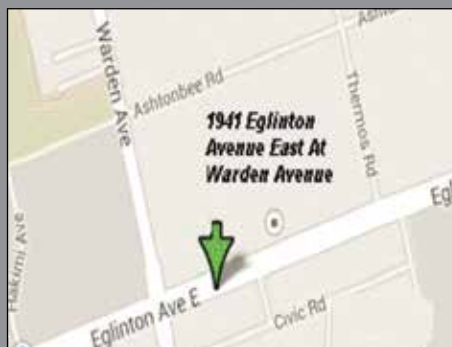


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