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2018/19 WINTER EDITION

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"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."

So once again after a continuous publishing, we are behind on releasing our newsletter. This time however the delay was mostly because everyone was too busy to contribute with content.

Content! This is something I have always addressed at meetings and pleaded with all of the members through this space, asking you to send your contributions to us. Without content there will NOT be a newsletter, period! What happens currently is that the same bunch of people write and contribute, and when they are too busy with their personal life, which everyone is entitled to, we have no content. During the summer we have plenty of content, pictures and stories as we have events throughout. The problem occurs in the Winter months when there is no events and we have to scavenge for articles. It would really help us if you, as members did write to us occasionally, give us your ideas, stories as this is your newsletter! So while I apologize for the delay, I would also strongly encourage all of you to be part of the process of publishing the Zedline!

Because of the reasons I mentioned above, the content on this issue will largely be from the ZCON event our members took part in, along with our last tour, the Tobacco Roads tour. Brian Gracie has compiled a story and some pictures of the event. Howie writes about the year end social which was held at the Mandarin Restaurant this year in November. Unfortunately I couldn't make it to the dinner as I was in Florida with my fellow Golf hackers, as we do annually around that time of the year.

After a long time Nigel has come back to the Zedline, with an great write up about his experience at the Road Atlanta track during this years ZCON in Atlanta. I know he was raring to go ever since he got his Camero and was training on a Virtual Racing simulation of Road Atlanta on his computer!

Eric chimes in with his take on the trip to ZCON with his group. He has had a narrow escape with a logging truck which had dropped one of the logs too close to his 240Z. He wasn't alone in some of the "misadventures" during the road trip to ZCON, as Howie too experienced some excitement with his Z. He has written a long journal of his 9 day trip to Atlanta in which he has written about most of it in detail. It was so long that I will break in to 2 parts and carry the rest on the next issue. It seems lately Howie has been at the wrong end of the adventure as he also writes about the tour he never did, breaking down half way to the Tobacco Roads

tour. May be it's time for Howie's to rethink about these tours... just saying!

Personally nothing has changed at my end. The winter has taken a lot out of me as I am sure it has with all of you, who are itching to get back on the road in a Z! I am at least going to miss one month of the remaining winter, as I am leaving to Sri Lanka on 27th February and back on April 1st. It's been 4 years since I was last there and I am going to be there for my dad's 85th birthday! He is an amazing guy whose love for cars and automobiles in general, was passed down to me and my brother. He loved his Morris Minors, a British classic that I learnt to drive. Recently I found them making a come back as restoration projects on Viscosity channel. He recently lost his best friend who was also his mechanic who restored and kept his cars running. Although he no longer drives a car, thanks to the powers that be above, he still occasionally rides his motorbike around town. I just hope I could still drive my Z at his age!



I once met a OZC member who I think owned a Morris Minor, asked me about Sri Lanka, as it is one of the only places on this earth that still makes certain parts for it. Turns out he was right as my brother and few others in Sri Lanka confirmed it. Too bad I cannot remember the member's name and see if he need any help with parts.

Finally I recently joined Lou and Mauricio to attend the Auto Show that is going on now in Downtown Toronto. To be honest nothing there blew me away. Nissan had nothing new either other than a flared up Altima on snow tracker like wheels just to showcase. Let's hope a new Z is not far away!

Rajinda Gunasena

Editor - Nothing but Z32



It's a quiet time of the year for OZC enthusiasts as most of us have our Zeds stored away for the winter so let's turn to other club business. This Winter issue of Zedline is the last one for all of our 2018 members. Thank you all for your support of the club this past year and we sure hope those of you that have not paid your membership dues for 2019 will do so very soon. Our membership drive is well underway. Your last reminder to renew is enclosed in this issue so please fill out the paperwork and forward your dues payment.

I would also like to make it official that we have returned a full slate of the OZC Executive Committee (Excom) for 2019. For the record, we conducted our annual election for any positions on the Excom last November at our Eastern and Western Chapter meetings. Not surprisingly, each one on the Excom volunteered to stand for office once again with no new candidates stepping up. I just want to say thanks to each one of you for making my job as Prez that much easier to manage but people are getting tired. If you enjoy being part of the club and attending our events, why not consider putting your name in and become part of the leadership group?

Let's talk about the elephant in the room, the weather! As our very long and cold winter continues to punish us, our Excom is in the early stages of planning another amazing summer, full of events for you to enjoy. Our event planning meeting is coming up in March at which time we will tentatively schedule all of our club events for this year

and make every effort to fit them in with a lot of the high profile ZCCA and other Zed club events in the USA. We all want to have a great summer with a fantastic selection of road tours, get togethers, monthly meetings, car shows and motorsport events.

We have some amazing shows south of the border this year as well. ZdayZ starts off the year in May in the North Carolina mountains, then we have the Midwest Z Heritage in June, this year it's in Cleveland. July is when the big convention rolls in, ZCON in Branson, Missouri and do not miss our own Z-Fest back home, in August. We hope that our members can attend as many events to show the Zed community that OZC has a strong Z culture.

Keep visiting our website so you won't miss our event announcements and news of what we are up to. Follow us on social media too.

Zee you out there.

Mauricio Gomez

President - Z Roadsters

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They came. And they came. And more came!

A perfect day for a road tour. Temperature about 19C with some sun and cloud and 40 people with 28 vehicles flocked into Dean Michael's Griddlehouse.

This year Tobacco Roads even had an international flair to it as two special guests also mingled around which I will talk more about later.

A 2018 Camaro, Subaru, Infinity G37, Honda Prelude along with 24 Zeds were eager to tour with fellow Z enthusiasts. The camaraderie was amazing to see as we all enjoyed our fabulous bacon with breakfast before taking to the roads.

Of course I took the lead with Karen pulling up the rear and she tells me many a time people stopped in their tracks just watching the train of Z's going by!

Our first stop was seeing the harvest activity at an active tobacco farm. From the raw green leaf in the fields to the cured golden leaf in the kilns and the 610 lb bales in the barn, this made for an interesting stop. A few had the real farm experience by stopping in an out house and came out with the biggest smiles ever! Our gracious host, Henry Justus, a life long tobacco farmer and friend took time out of a busy day of harvest and made for very informative conversation.

We were on the road again winding our way on the back-roads of Norfolk County to our next stop. Mike Perovich was our host, a car enthusiast who owns just "29 vehicles". Wow!! He showed us some of his impressive auto collection. Mike told us a little story about all of his vehicles, including his love of Tesla's. He has 3. They ranged from antique pick-up trucks, a 56 Chev, 62 resto mod Corvette, daily drivers and a Hybrid Porsche. He also has an all electric Jaguar on order which will be the first in Canada as well. Mike loves horsepower!!

After that great visit we were on our way back to our final stop, The Finkle Street Tap & Grill in Woodstock. We all had some great food and drinks and a robust discussion of the day's event. No one lost their way, but Mauricio's 300ZX did not care for the stops at stop signs. I guess it is meant for the fast lane. No issues for him getting back home.

A special note about two eighteen year-olds from China who contacted me by email. They had a request if we would mind if they came to our meeting place so they could take pictures of our cars. They were 240Z lovers

that they rarely ever see in China. Having just arrived here in mid August to attend Mohawk College in Hamilton, one of them googled Z car Canada. They found our club site with our tour event.



We made their day when we invited them to hop in and join us for the tour and dinner. The effort they made, as they booked a train from Hamilton to Woodstock, was just amazing!! We all hope to see them again in the future. Thanks to Ike Lawrence for offering to give them a ride back to Hamilton after our last stop.

Karen and I hope all in attendance enjoyed the tour as much as we enjoyed organizing it. Hope to Zee everyone next September for Tobacco Roads 2019.

Brian Gracie

Western VP & Tour Organizer

TOBACCO ROADS TOUR PICS ON PAGE 8-9



Tobacco Roads



| Tobacco Roads...





I almost made the tour!

Howie Yoshida

Treasurer - King of pylons

I have missed every single road tour this year due to other events and autoslalom competitions. I was really looking forward to the Tobacco Roads Tour as the breakfast bacon at Dean Michael's is just fabulous and the drive in September is normally a bit cooler for those of us with no air conditioning.

I arranged to meet up with Mauricio and Lou on their drive out, at Dixie Road and Hwy 401. They eventually pulled into the parking lot along with Ken (& Cathy) Trepanier in his 370Z. Joining me were John & Krista Bettencourt in their 370Z, new members who live nearby to where I am. So our convoy of 5 Zeds was ready to depart. I volunteered to lead the group and we pulled out onto Dixie Road and onto the westbound ramp of Hwy 401. Well I barely came off the curve of the ramp when I smelled antifreeze, not good! Then my windshield started to fog up and smoke started pouring out of my defroster vents below the windshield. I slowed down right away and luckily was able to pull off the long on ramp. The rest of the group pulled off too, ahead of and behind me.

I popped the hood and it all looked good in the engine bay. No spills on the ground under the car either? I opened the passenger door and my passenger compartment rug was flooded with antifreeze. My day was over, then and there. Thanks guys for giving me a push to get away from the hwy traffic on the ramp. The same thing happened before to my Zed, many many years ago. The heater hose coming through the firewall above the passenger side must have split open.

Not much else to do so I called CAA for a tow to Whitehead Performance. I said goodbye to the group and off they went to enjoy the tour. My flatbed trailer was due in about an hour so I used some spare rags to soak up and squeeze out as much of the antifreeze as I could. Ugh, what a mess.

EPILOGUE: Thanks to Mike Hansen at Whitehead Performance, after installing a new heater hose, I was back on the road within a few days. Back home I continued to soak up the antifreeze and then washed the rug as best I could. I'm still parking the Zed out in the sun during the day to help dry out the rug. I am cursed for participating in future road tours I guess!

Tobacco Roads



Convoying to ZCON

Eric Zondervan

Forum Admin & Tour Organizer extraordinaire

At one of the Wednesday meetings during the Summer of 2018, I suggested a group of us should leave a day or two early so we could drive the Tail of the Dragon and see some of the Blue Mountains. The idea caught on. We met at the Rainbow Bridge early Sunday, October 15. We spent 15 hours on the road, leaving Toronto at 5:00 AM and finally eating Mexican food at 9:00 PM in Roanoke, Virginia. We crossed the border with 9 cars and immediately lost one for the day, not uncommon when you put your faith in your GPS. I was determined to get cheap gas in the US, so I made myself extremely nervous by running way past empty.



The car ran running beautifully, averaging less than 10 liters per hundred kilometers driving 120 to 160 kph. Even though we were only in North Carolina, I had the air conditioning on for awhile.

Monday morning we lined up all 9 cars according to their age, then split off with several going directly to Atlanta and a few of us spending the day in the Smoky Mountains and driving the infamous Tail of the Dragon.



We met some nice people on the route, mostly very interested in the Zeds.

My new rear suspension worked really well, this will be my 6th trip down the tail and the fastest yet. We were down to three people Monday night, Peter Paumier, Howie Yoshida, and myself. We visited one of my favorite places in the Smoky Mountains, the Fontana Dam.

We had an interesting day Tuesday! A nice easy drive up to the beginning of the Cherahola Skyway, but we just got going on it when I came around a corner up a hill where there was a logging truck dumping a load of logs. One of the logs got away from him and was rolling down the hill



towards me. I was just ramming it into reverse to back out of the way when it took a turn and went into the ditch. I sure was glad because that log probably weighed twice as much as my Datsun. That shook me up so much that I pulled into the first Scenic Outlook to relax. There was a fellow sitting in a pickup truck who we got visiting with. The first thing we noticed was a big rifle on the seat and when we got talking to him. Turns out he was waiting for a friend and they were going baaar hunting. I got a short clip of he and Peter Paumier talking. The drive on the Cherahola was nice until we got quite high up and it was so foggy we could barely see your noses. We had lunch at Tellico Plains then headed south towards Atlanta. We got about an hour out when Howie Yoshida felt his car doing strange things so we pulled over and found that a stone had worked its way through the tread and destroyed a month old high performance autocross tire. (More details on Howie's journal on ZCON)

Amazingly, we found a close enough equivalent at Billy Bob's Tire Shop out in the middle of nowhere in North Carolina. Only five miles from where we pulled over. We had been driving for over an hour on roads where there was no where to even pull over and here we just happened upon a gas station and a private garage which had a floor jack that we used to lift the car. Talk about luck. By the time we got to the hotel we'd missed most of the Texas Chili party and what there was of it got rained out.

The rest of the convention was good, I passed up on the track day this year, but the road trip in the hills North of Atlanta was just as exciting. The high point of the event for me was bringing home a first place for Daily Driver in the judged show.







OZC Winners at ZCON Atlanta, GA, October 2018

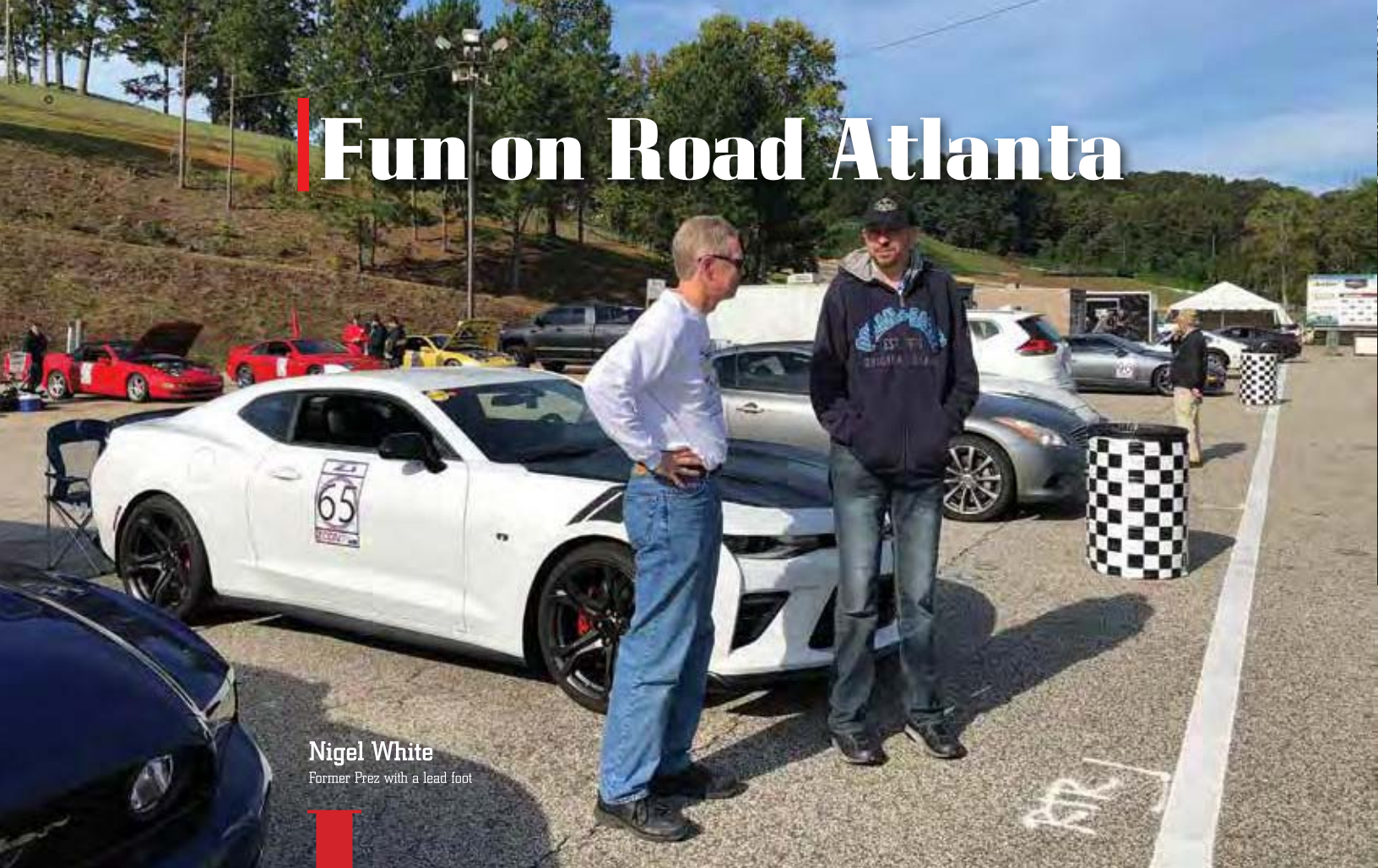
Judged Car Show OZC Winners

Eric Zondervan – First Place Daily Driver 240Z
 Brian Gracie – First Place (tie) Street Modified 280Z
 Bob Chwalyk – First Place Nissan Modified 280ZX
 Kevin Hague – First Place (tie) Ultra Modified Z32
 Bill Husar - Third Place Stock 370Z

People's Choice / Z Nationals Car Show OZC Winners

Bobby Naidu – First Place 280Z
 Brian Gracie – Second Place 280Z
 Bob Chwalyk – First Place 280ZX
 Kevin Hague – First Place Z32

Fun on Road Atlanta



Nigel White

Former Prez with a lead foot

It's very dark, and it's cold. Well, cold relatively speaking. It was October, but we were in Georgia and there were rumours of pending snow flurries back home. So, I had to be thankful that it was as warm as it was. A hoodie over a t-shirt was still barely adequate at keeping me warm though, and I was gambling the temperature was going to come up.

I set off with Edmarc and Nadia at around 6am for the drive to the track with a quick stop at Dunkin Donuts for a hot breakfast. We found the track, and at the entrance we were advised to drive to the end of the road and turn left... sounds straightforward. Except we had no idea where to go after turning left! it was still pitch black and the road signs weren't much help. But we eventually found our way to the far end of the pits, and then made our way back to where we could see other cars were starting to stage, finding Howie Yoshida already in the mix.

After parking, I set to work, still in the dark, emptying out my car and getting my car numbers applied to the doors, while waiting for the kickoff meeting start. The kickoff meeting was the typical run through of track etiquette (ie. don't be an idiot), the schedule, flag meanings and so on, and then it was time to be paired up with our instructors. Names were being called out, linking up instructors and students. The crowd was getting thinner and thinner until there was only myself and one or two other people left standing. I'm 47 but was suddenly left feeling like I'm seven years old at some summer camp! Nobody wants me! Turns out my instructor was a no show. I then had to suffer the indignity of following

the organizer around like a lost puppy until he could find an instructor willing to take pity on me. A brave gentleman, who's name now escapes me, offered to take me on.

By this time, the sun was up and the temperature thankfully started to climb. I gave the car another going over, checking tire pressure, lug nut torque and oil level. All good! I'm ready! The Advanced group was out by then for the first session, and the welcome soundtrack of fast cars at full throttle filled the air... only to be interrupted a few minutes in by the shriek of tortured tires sliding sideways. It was coming from the infamous turn 11. I was cringing in wait for the thud of crunching metal to punctuate the tire howl, but it thankfully never came. Someone was still going to be driving home.

With that close call still fresh on my mind, the butterflies were a little extra active when it was finally time for my first session in the Intermediate group. But I was still super excited to get out on this world famous track for the first time. Unfortunately, because my instructor now had an extra student, he was literally jumping out of one car and right into another, and this meant that we were nearly at the very back of the grid by the time we got on the track. This is when I first realized that the intermediate group maybe wasn't such a good idea, as I found myself crawling around the track at half tempo, stuck behind this slow moving train of cars trying to familiarize themselves with a new track and not really watching their mirrors to see if someone wanted to pass. I was already familiar with the track layout, having driven it virtually in iRacing, so I was chomping at the bit to crank up the pace. I should probably also mention at this point that



I was not in my Z, but rather my 2018 Camaro SS 1LE, which comes ready for the track out of the box and can keep pace with cars many times its price.

As the day went on, the pace thankfully picked up, but it wasn't until my last session that I really had a chance to lay down some unobstructed laps. So, what's this track really like to drive? I'll take you through a lap. You're full throttle down the front straight before braking at the end of the pit wall into a fairly fast, up hill right hander. As you come out of the corner, you aim for two trees at the top of the hill. This is where it really gets interesting. You stay to the left and follow the curbing into the left of turn 2, but you have to be ready to brake into the tight, blind, downhill right turn of turn 3. You have to know that turn is there, because if you wait until you see it, it's too late and you'll be in wrong spot coming out of the corner, if you manage to stay on the track at all. The curbing on the apex is fairly benign though, so you can cut it pretty aggressively. Following that right turn, you're into a series of esses going down hill and then up. The downhill side is once again blind, so you really have to know where you are going before you get there. In the uphill esses, you aim for the straightest line through the turns until you finally make a slightly tighter left into an uphill climb onto a short straight.

You're full throttle up the hill and along the straight before braking hard into a 90 right hander, and then brake again into an even tighter right hand 90, before getting on the throttle hard for the longest straight on the track. The road curves slightly to the left, going up hill until you pass under the Motul bridge, where it flattens out, and now you just keep the throttle pinned for as long as you dare. Mindful of the 1000 mile drive home, I was rolling off the throttle and holding 4th gear through the fastest corner on the track, which is turn 9. It hardly looks like a turn at all on paper, but when you're well into triple digit speeds, it looks much tighter than it is, and it doesn't help that it drops downhill at the apex, so you can't really see where you're going. That's very unnerving at those speeds! Compounding that is the hard 90 degree left hand turn 10A at the end that you're braking downhill into as late and as hard as you can. Not a place you want your brakes to fail, because it's a short ride

through a sand trap and into a wall! But we haven't even reach the real white knuckle turn of this track yet.

Coming out of the 90 left of 10A, you are immediately into a 90 right for 10B. Following that, it's now time to see how brave you really are. All you can see is the road going up hill in front of you, with a bridge at the crest of the hill. You're climbing towards the sky with no idea what awaits you on the other side. It's another of these corners where if you wait until you see where it's going, it's too late. Compounding this as you crest the hill is the illusion that the road goes straight, because off in the distance, you can see the pit road for the outside pit lane. Just ask Edmarc about this. Turn 11 is actually a downhill right turn though, and it takes a leap of faith every time that you're going to be in the correct position for this turn as you crest the hill. I can't imagine how many laps you would have to do before feeling confident enough to crest that hill at full throttle.

But we're not done yet! You're now going downhill fast, and you have one more turn to make before coming out onto the front straight. It's turn 12 and it's a high speed turn. You know you could easily carry a lot of speed through this turn... except there's a concrete wall staring you right in the face as you dive into this corner! You feel your heart leap to your throat once again, as it has done so many times already on this track, and that's another full lap of Road Atlanta complete!

If you want to watch a couple of my laps, enter this url into your browser: <https://youtu.be/LZprcvpL2PM>

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My ZCON journal

Howie Yoshida

Treasurer - King of pylons

It's been a few years since I drove down to the US to attend a ZCON not counting the one we (Ontario Z-Car) hosted here in Toronto in 2016. My last ZCON convention in the States was in 2013 in New Hampshire so I was really looking forward to attending ZCON Atlanta, especially the motorsports events. As a foreword here, a good number of OZC members attended ZCON Atlanta and some have contributed to Zedline with their stories also. This is not a comprehensive review of everything that took place at the convention but rather my account of the adventures and fun I had.

Day 1: Sunday Oct 14, Convoy from Niagara Falls, ON to Roanoke, VA

After discussion with Eric Z and JP, I decided to join their convoy to ZCON, leaving from the Duty Free Store in Niagara Falls, ON at 7:00 am. I was up and out the door at 5:30 am and arrived so early, the Duty Free Store wasn't even open until 7:00 am. I soon learned that we were expecting about 8 or 9 cars in the convoy. It turned out to be a hurry up and get there and then a wait situation as we didn't depart for another 2 hours, due to late arrivals. With our walkie-talkies ready, we lined up at US Customs to cross the border. Lou and Kim didn't make it clean through as they were pulled out for additional inspection and questioning. We all waited for them in the parking lot on the US side but Customs kicked us out. With Nigel and his brand new Camaro taking the lead, we drove on and pulled over just down the road. It wasn't too long before they showed up, it was

all good. We rolled onto the Interstate but Eric was running on fumes so we stopped for gas at the first chance we could. It was there we discovered Peter Paumier was missing already. This is a guy who carries more cell phones, car-mounted cameras and GPS units hooked up with ganged plugs, you wonder what he's looking at when he's driving. Oh well, the eight of us left to push on for the day. When you travel in a convoy with JP and his 240Z, you don't have to worry about asking to stop for a washroom break or food or anything as his Zed travels from gas station to gas station as it just guzzles gas like no other.

As our convoy travelled along the way with the help of Google maps, we found ourselves between interstate highways, on a 2 lane one (Hwy 522) passing through Berkeley Springs, WV. I was near the back and I saw a police cruiser parked on the side of the road. When I looked back as I passed him, sure enough, he lit up his flashers, turned and chased us. Which Zed did he decide to pull over? Yes it was Lou's 350. When we travel in a convoy, there are rules when it comes to car problems, like, leave no one behind. If police are the problem though, it's every man for himself! The rest of us abandoned him, thankful it wasn't one of us and continued down the highway until we found a suitable spot to pull over and wait for Lou and Kim again. They soon pulled up and Lou informed us that he got off with a





warning only, no ticket. That was our highlight for the day as we continued on without incident as daylight started to leave us and the rain started. Eric had made room reservations at a motel in Roanoke, VA and we were still a good ways out. It soon became dark and the rain got heavier too. When you can't see the others in the convoy, it sure makes it hard to stay together. It was easy to spot Bob Chwalyk's 280ZX though as a burst of flame would occasionally spurt out of his exhaust pipe. Amazingly, by 8:00 pm, all 9 cars eventually pulled into the parking lot of our motel, even Peter Paumier showed up. It was a weary bunch of travellers after most had driven about 1000 km and had been on the road over 14 hours due to the early morning start. Last highlight of the day was at an authentic Mexican restaurant for a great dinner, enjoyed by all of us.

Day 2: Monday October 15, Off to The Tail Of The Dragon



The next morning before some of us split, we lined up our cars chronologically, in the motel parking lot for a group shot. Bob, JP and Bobby Naidu (and his wife Carmen) decided to drive straight on to Atlanta to settle in for the convention. That left 6 of us (Nigel, Peter, Eric, Lou and Kim, Bill Husar and me) so we headed out to run The Tail Of The Dragon. For those not familiar with this stretch of road, I'll just say The Tail Of The Dragon refers to a section of US Hwy 129, starting in Tennessee, ending in North Carolina, featuring VERY TWISTY roads with 318 curves in 11 miles. All of us except Bill had driven it before and the driving experience was certainly worth the detour to do it again. Kim was in the driver's seat in Lou's 350Z and she expertly led the convoy down the Foothills Parkway to the

set up location for our run at the Dragon. Dash cams and Go Pros were set up and off we went with Lou now in the lead followed by Nigel, me and the others. The Dragon has quite the reputation as one of the great driving roads around so one can expect to encounter all sorts of sportcars, motorcycles, motorcycles with sidecars, 3 wheeled motorcycles but no trucks as they have been banned now. Faster cars coming up on others have to slow down as passing is almost impossible. There are no road shoulders to speak of and you just have to hope any vehicle holding you up will pull over at one of the very few areas to let traffic pass instead of being a rolling roadblock. It is a public highway though and there are posted speed limits so driver beware as they say. I eventually lost Lou and Nigel as they pulled away from me so I settled in and enjoyed the driving at my own pace. Much to my surprise as I rounded a corner I came right up on them and we all came to an abrupt stop as we encountered an 18 wheeled truck and trailer slowly making its way toward us, around one of the turns, centre line of the road be damned! Either he didn't know about the truck restrictions or he got lost and took a wrong turn. There was no turning back for this guy and no doubt, he would be upsetting a lot more drivers as he made his way along. Thank goodness we had almost finished our run. The Dragon ends at Deals Gap Motorcycle Resort which is where we all met. Our convoy became smaller again as Nigel, Bill and Lou headed off to Atlanta to check in and register for ZCON. Eric, Peter and I had planned to spend the next day driving more of the roads in the area. We spent the night at a motel in Murphy, NC, about a 20-minute drive away from Deals Gap.

Day 3: Tuesday October 16, Driving on the Cherohala Skyway & arrival at ZCON

That morning, Eric, Peter and I headed back to Deals Gap and we were looking forward to the drive on the Cherohala Skyway. Last time there, I really enjoyed that road as it was more wide open with big sweeping turns and great scenery crossing the Smoky Mountains. As we got higher up the mountain though, the weather turned lousy as it became really foggy with some light rain to boot. Eric was in the lead and we were just crawling down the mountain as you could hardly see the road in front of you, let alone the oncoming traffic. We decided to have lunch and head off to ZCON in





time for the opening ceremonies. As we continued the drive on the mountain roads, I felt a road vibration and using my walkie-talkie, I asked Eric how the roads felt to him. He had no issues and I soon got this sick feeling that I had a tire problem so I told him we needed to find a spot to pull over. Luckily, we came upon a farmhouse right away with a big paved area in front where I parked and sure enough I was looking at a flat tire. My first one for my ZX in the 37 years I've been driving it, unbelievable. No spare tire either as I was on my high performance Toyo R1Rs, ready for the ZCON HPDE and autocross events. Eric lent me his stock scissors car jack but it wasn't able to do the job because the ground was too uneven and the car wouldn't stay up in place so I could pull the tire off. My car was under cover by a barn and Eric found a hydraulic car jack in there that did the job, great stuff. Cell phones were of no use in the mountains so I couldn't call for AAA assistance. I looked across the road to a great sight for sore eyes, there was a gas station right there. I used their land line and they helped me find and call a tire repair shop, a short drive away. Eric put the flat in his Zed and we drove off to Billy Ray's Tire & Service where I purchased a new (really old) tire that fit close enough and old Billy Ray mounted and balanced it on my rim.

just made it in time for the start of the opening speeches around 7:00 pm. All the appetizers and food were gone so we didn't get to eat but we had seats saved for us by our fellow OZC members. Thanks guys, that was most appreciated. Everyone was welcomed to ZCON by ZCCA Executive Director Chris Karl and along with the 2018 ZCON Chairman, Michael DeLashmutt, they covered all the event highlights for the coming week. After the opening ceremonies finished, we hung around for the traditional Texas Chili Party hosted by The Z Club of Texas. While there, I

Back on the road, the 3 of us made a bee line to ZCON, fought with the traffic in Duluth GA where the hotel was and



talked to Chris about my tire replacement problem and he put me in touch with Al Cruikshank of Z1 Motorsports. Al was a great help and advised me to contact Tire Rack in the morning and mentioned they had a warehouse a short drive away where I could probably pick up the tire I needed.

Things were looking up already. The convention team even opened up Registration again later that evening so Eric and I went over to do just that and pick up our credentials and stuff we needed for the week's events.

**Day 4: Wednesday October 17,
Judged Car Show? No Thanks, I need to buy a Tire!**



The main event today was the ZCCA Judged Car Show, at The Mall of Georgia. Eric was up bright and really early, to wash, clean and prep his 240Z for the judged show that day. He had won an award with his 240Z at a previous ZCON judged car show so he was back at it again. I was just getting up when he came back to the room so we went for breakfast at the Georgia Diner across from the hotel. After we ate, we split up as Eric took off for the car show and I went back to my room to start my tire shopping.

After searching on the internet and then talking to the folks at Tire Rack, I could have bought a single Toyo R1R in the size I required but it wasn't available locally until the next day. This meant I would miss the autocross event which I registered for. So I decided to buy a pair of tires close to the handling capabilities of my Toyos. I purchased a pair of Bridgestone Potenza RE71Rs, always wanted to try those tires anyway. I arranged for pick up right away from the local Tire Tack Warehouse in Doraville close by and headed off there. It wasn't too long before I got to the warehouse and had the tires loaded in my Zed. Tire Rack is King in my books. They referred me to a local tire shop (Gran Turismo East) where I called and arranged to have the tires mounted and balanced. Once I arrived, I could see they were quite busy so I had a bit of a wait but by mid-afternoon, I was good to go. It was all smiles as I drove back on brand new rubber for my rears.

It was a bit late to catch the judged car show so I headed to the hotel. The event schedule indicated that tech inspection for the autocross event was that afternoon so I drove straight to the parking lot to get that item done. I was early so I waited around for them to start. I was the first one in line, so keen.

**Day 5: Thursday October 18,
Autocross at Atlanta Motorsports Park**

When I looked at the location map where all the events were being held, the autocross event at Atlanta Motorsports Park was the furthest ZCON venue from the hotel. I've registered for the autocross event at every ZCON I have been to and have gotten used to being the only OZC member participating.

Not knowing the roads, it was an early morning start as I headed out to the event by myself. Less than halfway there, I was at a stoplight when my engine stalled as I started to move. I turned the ignition key but nothing was there, dead silence. I flipped on my 4 ways and let the traffic go around me. Fortunately, I was on a steep grade so I could let the car roll back into the right hand turn lane at the intersection I was in and park safely out of the way. I popped the hood open and checked for any loose connections etc. I tried the ignition again but got the same result, no response, the engine wasn't turning over at all. I was prepared though, I had a brand new fully charged portable power pack with a lithium-ion battery to boost the car battery. I hooked the cables up to the battery terminals and cranked the key but still nothing. As I watched a bunch of Zeds pass me by, my thoughts went from "Damn I'm going to miss the autocross event" to "I guess I'll have to call AAA for a tow back to the hotel". I checked Google Maps using my phone and found I was stranded in Buford, GA.





I was about to make my phone call for help when a pick-up truck with an enclosed trailer pulled in behind me, followed by another identical rig that parked in front of me. The drivers were fellow Zee guys heading to the autocross event and they decided to stop and lend a helping hand. They were carrying tools, equipment and spare parts and quickly diagnosed my problem. My battery was dead and they figured my alternator was gone. One of them pulled out a charger and hooked it up to my battery to get some juice into it. They suggested it would be easier to fix my problem in the paddock at the autocross so after a jump start to get me going, they provided me with a 2-way radio and sandwiched me between their trucks and off we went. My saviours turned out to be 2 really fantastic guys, Troy Hogan and Frank Herron of the Z Club of Houston, TX. I barely made it to the venue when my engine shut down. Once they were set up in the paddock, Troy drove back and towed me over to where they were parked. We headed over to the building where morning snacks were provided and to attend the mandatory drivers' meeting. Our runs were scheduled for the afternoon session so we headed back to my Zed. Troy had a new alternator in his trailer parts inventory that was an exact fit and he was willing to sell it to me. Both he and Frank offered to install it for me like it was nothing more than changing a flat tire. Talk about being generous. During the morning there, I ran into fellow OZC club members, Bill Husar, Rick Scott and Clive Eastwood who were there to spectate and possibly go karting too. When they heard of my predicament, Rick and Bill said they would

install my alternator and off we went. Using Troy's trailer and off-loading ramps for access, Rick worked underneath my car and Bill got his hands dirty helping from the top. Me, I was underneath there too, to watch and learn as they say. It was quick work for Rick to complete the repairs and I was right back up and running. A lot said here but I'm just trying to express my genuine appreciation for the very generous help and assistance provided by both total strangers and my Zed friends. Thank-you so much! Proud to be a member of such a great community.

The autocross layout was set up in a figure 8 pattern and your run consisted of 2 laps. Each competitor was allowed 4 runs with your lowest timed run counting for your final score. Cars were grouped into stock, modified and race categories as I recall. Exiting the run and breaking the timing beam was a bit tricky but it was a lot of fun. Bobby Naidu in his 280Z was competing too so OZC had 2 drivers out.

It had sure been an eventful day as I drove back to the hotel. I made it back in time to attend the ZCCA business meeting to hear the latest reports and club updates and the announcement for ZCON 2019. Tech inspections for the track day were being done in the evening that day too. Having signed up for Road Atlanta the next day, meant one last item to do before I was done like dinner.

TO BE CONTINUED IN THE NEXT ISSUE...



The end of a season!

For our year end event, the dinner/social get-together was thought to have gotten off to an early start for 2018. Eric Zondervan took it upon himself to contact a restaurant in the west end and arranged for a quote and made us a tentative reservation. Eventually, the Excom decided on this restaurant, a flyer was put together and we sent it out in plenty of time to the members. We were really hoping for a better turn out than last year when we only had 31 attendees. Despite the emails and posting on our social media sites, as the deadline approached, the numbers weren't that much higher.

In any case, for the 38 attendees this year, we enjoyed a delicious buffet dinner at the Mandarin Restaurant in Oakville. Scheduling the event for the last weekend in November went a long way to ensure the weather was cooperative as the roads were in good condition for driving so that excuse was set aside. No snow and ice is a good thing. The restaurant also sat us in our own private room so we were able to relax, have an enjoyable dinner and get up and move around and talk to whomever one felt like.

As customary, after dinner and dessert, our Prez, Mauricio said his piece as he welcomed everyone to the year end event, thanked the Excom for all their hard work throughout the year and extended thanks to the numerous volunteers too. He reminded everyone that we would be planning our events for 2019 over the winter and we could look forward to kicking them off in the Spring. Special mention was made concerning ZCON 2019 which will be held in Branson, Missouri by the Ozarks Z Club, running July 16-21, 2019. Yes it will be a hot one but both car shows are being held in the air-conditioned convention centre.

After that, we conducted our draw for the various door prizes and just over half of the people present went home with more than they came with. As long as we are financially solvent, our year end dinner/social event will be partially paid for each member and one invited guest of their choice. It is usually scheduled for a Saturday evening in late November or early December depending on how soon the Excom can get our act together. We try to find and book a suitable venue to make the drive reasonable for the members who are spread out all across the GTA and Regions. We look forward to seeing an increased number of you in November/December later this year.

Howie Yoshida

Treasurer - King of pylons



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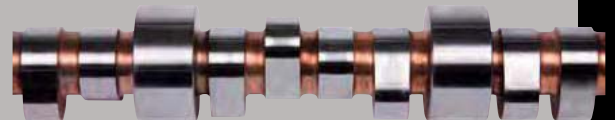
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