

Tire Tracks

THE VOICE OF THE SEDONA CAR CLUB—PUTTING DEAD TREES TO GOOD USE

President's Vehicle

Hello, Again!

Unfortunately, the tour scheduled for April 24th had to be cancelled. Seems that long-time Board member, past-president and present Tour Chairman, Ed Pittman, underwent surgery on Monday, April 26th and required a stay at Flagstaff Medical Center. Ed is doing ok and anticipates a slow but complete recovery. He will reschedule the tour for a later date.

Unfortunately a number of other members are currently contending with health challenges and deserve all of our best wishes during a trying time. Among them are Charter Member Bob Boydston who is at home and enjoys getting brief phone calls. Best time is around 5:30. PM, of course. Larry Mortensen is recovering from an illness and Charter Member Bill Harrison is contending with a couple of health issues. And finally, past president, Les Peck, passed away in early April. Les contrib-

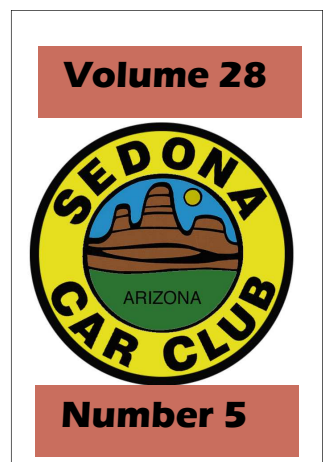
uted a great deal to the club and will be missed. Our condolences go out to Sally Peck for her loss. It is our hope that there will be better days ahead for all our friends and fellow members.

Is there any good news?? Well, the new presidential vehicle (as in car) is well along the way to completion of a major rebuild. Watch for it soon.

Coming soon: The annual Mothers Day brunch and the annual picnic. See you there.

Al Moss,

President



CLUB CLIPS



**HAPPY
BIRTHDAY**

TO:



May

Terry Medulla	14
Bob Duncan	27
Patricia Van Evera	4
Cheryl Ossenfort	15
Linda McEvey	20
Katharina Roth	26
Victoria Clark	21
Amy Duncan	26
Phil Wadsworth	25
Ross Morgan	28



Club Calendar

May 9 - Mother's Day Brunch - Junipine
July 13 - Club Picnic - Fort Tuthill, Flagstaff
August 28 - Thunder Over Coconino car
show at Grand Canyon Airport
September 25 - Sedona Car Club Show

Congratulations ! On Your Anniversary!

Joe & Mary Tulley	5
Tom & Deb Wachs	27
Dave & Rachel Lombardi	27
Dan & Gloria Harrington	30
Richard & Judie Young	21

New T-Shirt For The Club Philosophers



Tire Tracks

Tire Tracks is published 11 times a year by the Sedona Car Club and contains information on events and activities of interest to members. It is compiled and edited by Greg Zucco. Distribution by Gene Mai. All submissions are due by the 22nd of each month. Send to:
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Sedona, AZ 86336
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Q & A From Tire Tracks Crack Staff And Brain Trust (AKA Star Tribune)

By Paul Brand

(MINNEAPOLIS) STAR TRIBUNE

Question: Last fall we purchased a 2008 Lexus ES 350. During winter we drove our older car and used the Lexus infrequently. On multiple occasions we found the battery in the Lexus dead after sitting 15 to 18 days. The dealer checked the electrical-system current draw and found it normal. The dealer indicates the car must be used at least every 10 to 14 days to keep the battery charged. Is the dealer correct?

Answer: For many newer vehicles, yes. Current draw to maintain memory and functionality of many computer-controlled systems on today's vehicles can drain the battery in a couple of weeks to the point it won't start the vehicle.

Your options include starting and driving the vehicle more frequently, mounting a

battery master disconnect switch or disconnecting the battery — with the hassles of losing presets for the radio, seats, HVAC system, etc. — when the vehicle will be sitting more than a week or so, or connecting a “float” charger or battery maintainer to the battery to keep it charged. Driving the vehicle once a week is the easy answer.

Leaf Blowers

By Eric Peters

Here's the thing: No one except maybe a few blockbuster-fattened Hollywood celebs is going to buy a new Chevy Volt -- GM's \$40,000 electric "economy" car. Or the almost-as-pricey Nissan Leaf, which will carry an MSRP sticker price of \$32,780 -- which is about what you'd pay for a new BMW 3-series.

It doesn't matter that they don't burn any gas at all. Filling up a normal \$15k car with \$3 unleaded is still a whole lot cheaper. And isn't the whole point of the exercise to save *money*? A person who hates paying \$30 to fill-up is surely going to chafe at making car payments of \$400 per month for the next 5-6 years, right? You'd have to drive a new Volt or Leaf for six or seven years, at least, before you ap-

proached "break even." And who besides Leo DiCaprio is going to do that? But that won't save much gas, let alone the planet. So, in steps Sugar Daddy -- that would be the gray-bearded man in the red, white and blue-striped suit -- to juice the deal by *paying people* to buy the Volt and Leaf. To the tune of \$7,500 per comer. Every penny of it financed by the rest of us, via the IRS.

Bush the Unfortunate launched the subsidy idea but Obama the Mack Daddy ran it into the end zone -- as part of his "plan" to see that 1 million of these electric lemons are on the streets by 2015.

In other words, Obama is itching to pitchfork out 1 million times \$7,500 of your tax dollars to git 'er done.

How much does *that* add up to? It hurts my head to try to add it all up but I know it's a really *big* number.

And all this boodle won't merely "help" *some* Americans get a new car for 30-plus percent off sticker (an even better deal than last summer's "cash for clunkers" giveaway) at the expense of other Americans. It will also help GM and Nissan and whoever else builds one of these things pad their bottom line.

That's how business gets done in latter-day America. Instead of building cars that people might actually want to buy on their own (and which they could buy on their own if they so desired) the automakers now cater to government, building the cars government wants -- and expecting us to cover the tab.

Absent the subsidy -- absent government pressure -- the Volt and Leaf would never be more than one-off show cars or engineering demonstrators. The execs know they're otherwise unsalable and, not being complete idiots, probably would never authorize their mass production.

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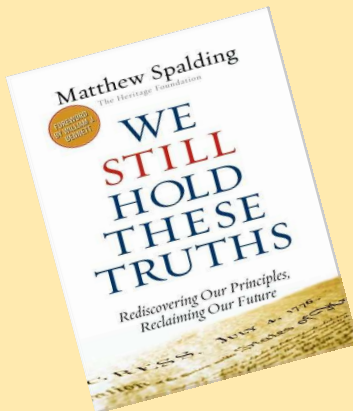
Tire Tracks™ Resurrects Summer Reading Recommendations

Future of liberty depends on renewing America's principles

In the midst of frenzied efforts to remake our nation—of endless government initiatives involved in virtually every aspect of our daily lives—Americans are increasingly concerned: How did we get so far off track? And how can we get America back on course? Matthew Spalding answers these questions by looking to the timeless principles and practical wisdom that have been the source of America's monumental success. Spalding, an expert in American political history at The Heritage Foundation, the esteemed research and educational institution, calls for a great renewal of these unchanging principles—and a new appreciation of their preeminent status in our nation's life.

In *We Still Hold These Truths* Spalding explains and brings to life ten core principles that define us as a nation and inspire us as a people—liberty and equality, natural rights and the consent of the governed, private property and religious freedom, the rule of law and constitutionalism, all culminating in self-government at home and independence in the world. His enlightening and engaging tour through America's founding not only recalls the deep roots of our “first principles” in Western civilization but also reveals their enduring lessons for today.

We Still Hold These Truths also offers a bracingly fresh analysis of how and why we have lost our bearings as a nation. Spalding masterfully examines the progressive assault



on the Founders' principles that began more than a century ago and that continues—indeed, is accelerating—in our time. Modern political leaders and cultural elites have all too readily abandoned the principles to which America is dedicated; even more troubling is how readily we all let it happen. Do *we* still hold these truths? Before we can rededicate our country to the core principles that made America the most prosperous, the strongest, and the freest nation in history, we must *re-discover* them ourselves. They must become again, as Thomas Jefferson said, “an expression of the American mind.” In a world of moral confusion, and of arbitrary and unlimited government, America's principles are our best access to permanent truths and the best ground from which to question the current direction of our nation. Upon this sure foundation, Spalding lays out a strategy to reclaim our future, and to secure the blessings of liberty to ourselves and our posterity.

ABOUT THE AUTHOR

Matthew Spalding is the director of the B. Kenneth Simon Center for American Studies at The Heritage Foundation. An expert on political history, constitutionalism, and religious liberty in America, he is the executive editor of the best-selling book *The Heritage Guide to the Constitution* and the author or editor of three other works. Spalding, who holds a Ph.D. in government from the Claremont Graduate School, lives with his family in northern Virginia.

Leaf Blower (con't)

The same is true of the much-loved Toyota Prius, by the way. Toyota sold each one at a net loss. The difference was made up by marking up the price of other models -- and via the payola ladled out by the Japanese government, which is very much in bed with Japanese big business.

But the joke is apt to be on the people who end up buying a Volt or Leaf as much as it will be on the rest of us who get to help them buy one. Even with Sugar Daddy's subsidy, these are still hardly "economical" cars. Already, there are standard cars on the market priced under \$10,000 (such as the 2010 Nissan Versa 1.6) that get 30-plus miles-per-gallon. Indian and Chinese-built cars with window stickers under \$8,000 are coming, too. And it's a good bet these cars will work just as well when it's 30 degrees outside as when it's 90 -- which may not be the case with electric cars. Battery efficiency can decrease by as much as 40-50 percent when the air temperature gets close to freezing. Running accessories like the *heater* will gimp things a bit more. The much-touted range of the Volt and Leaf could end up being a lot less than advertised. So, we may get the last laugh after all. You'll be able to smile to yourself when you pass a conked out Volt or Leaf by the side of the road come this January.

If you're feeling generous, you can use your cell to call Obama and ask him to send out AAA.

Copperstate 1000 Runs Lon Walters/Dry Creek Road Gauntlet

On departure from Enchantment Resort on the Sedona leg of their tour recently, the Copperstate 1000 entourage was forced passed Lon Walters house on Dry Creek Road and the vehicle owners were called to account for themselves. Lon and friend Frank implemented their departure scoring system for the Copperstate 1000 participants.



About 60 of the 90 cars went by the house. A pure

demonstration of the Sedona Car Club at work. By the by, of the four tow trucks we saw over two days the count was 1 XK140 Jag, 3 Alfa GTV's. The Italians caught up with the Brits in at least one area . . .

Editor's Note - The Bell Lexus Copperstate 1000 is a four-day vintage car road rally that attracts car enthusiasts from around the world. In early April the selected luxury vintage sports cars will began their 1,000-mile drive across Arizona's scenic roads. This year, the rally cruised to the Grand Canyon, Lake Powell, Prescott, Bagdad, and Sedona.



Anger Management



Birthday Bash

Well maybe it was not a bash, but on March 27th five cars and eight members drove to Oak Creek Valley, south of Sedona, to help Hal Meekin celebrate his 85th birthday. Who the



heck is Mr. Meekin, you ask? This event came about through a phone call with a request for a micro car show for an elderly car lover. Fresh-baked goodies and iced tea were served. We

spent an hour or so chatting with nice people and then some of us went to lunch at the Golden Goose. The club received a car show sponsor's check for \$30 in exchange for sharing our cars. Thanks to Phil Wadsack, David and Rachel Lombardi, Bill Harrison, Gary and Diane Carson, and Ed and Aiva Pittman for participating. — *Ed Pittman*

Ford—An Unknown Bit Of Automotive History

The four Goldberg brothers, Lowell, Norman, Hiram, and Max, invented and developed the first automobile air-conditioner. On July 17, 1946, the temperature in Detroit was 97 degrees. The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter. Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car. They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately. The old man got very excited and invited them back to the office, where he offered them \$3 million for the patent. The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, "The Goldberg Air-Conditioner", on the dashboard of each car in which it was installed. Now old man Ford was more than just a little anti-Semitic, and there was no way he was going to put the Goldberg's name on two million Fords.

They haggled back and forth for about two hours and finally agreed on \$4 million and that just their first names would be shown. And so to this day, all Ford air conditioners show -- Lo, Norm, Hi, and Max -- on the controls.

Government Motors Pays Back Loan (Really?)



The good news: GM will begin paying back TARP funds next month. The bad news: They'll be using TARP money to do it.

Detroit — Understandably, General Motors wants to get off the dole. The stigma of being on government welfare is a curse — and welfare-free competitors like Ford are benefiting.

But GM's PR campaign to show the public it is weaning itself from the public teat is backfiring. Because GM is committing another public sin: It isn't telling the whole truth.

"The GM Bailout: Paid Back in Full," wrote GM CEO Ed Whitacre in the April 21 Wall Street Journal, kicking off a TV ad campaign. The White House declared victory too, boasting that "this turnaround wasn't an accident of history. It was the result of considered and politically difficult decisions made by President Obama."

Initially credulous media reports (Obama's economic plan is working!) gave way to suspicion. The conservative Washington Times isn't buying it. Nor is the liberal Denver Post. Nor is Sen. Charles Grassley. In short, GM's credibility is in doubt across the ideological spectrum. And for good reason — the repayment of \$5.8 billion in cash loans ignores the mother-lode \$60 billion that the government still owns in GM stock.

Worse, the Times revealed a government-money shell game, noting "that GM specifically used funds it received from the Troubled Asset Relief Program to pay off the government loan."














Worse still, Detroit-based Reason writer Shikha Dalmia reports that:

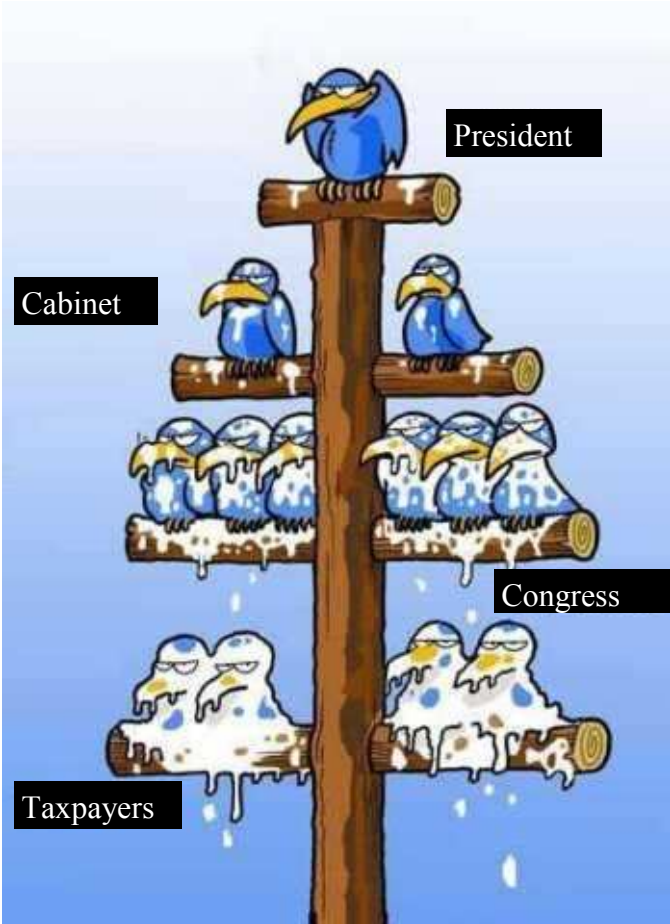
The company has applied to the Department of Energy for \$10 billion in low (five percent) interest loan to retool its plants to meet (new CAFE standards). However, giving GM more

taxpayer money on top of the existing bailout would have been a political disaster for the Obama administration and a PR debacle for the company. Paying back the small bailout loan makes the new—and bigger—DOE loan much more feasible.

In short, GM is using government money to pay back government money to get more government money.

GM remains deep in a government hole. And it's only digging itself deeper.


OPPS !!! Last month Tire
 Tracks reported that the pic-
 nic would be at Chavez
 Crossing Camp site, but the
 state will not rent the site for
 "just" a picnic, (seems like
 they have all the money
 they need), only camping,
 sooo.. it is back on for Fort
 Tuthill, but second Tuesday
 in July so we won't freeze
 our tush off!! Details in
next Tire Tracks.




Tire Tracks

*Sedona Region AACA
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Hear Ye!
Hear Ye!

The next meeting of the Sedona Car Club will be on Tuesday, May 11th, at 7:00 PM at the Sedona Public Library on White Bear Rd.