



Tire Tracks



President's Letter

We trust everyone had fantastic summer trips and are now ready to settle down to some serious car clubbing. Victoria and Mike Clark will present the program on the Annual Route 66 Car Run that takes place each year. Many thanks to Victoria and Mike for stepping up and doing the programs for the rest of the year. Please come out and support them.

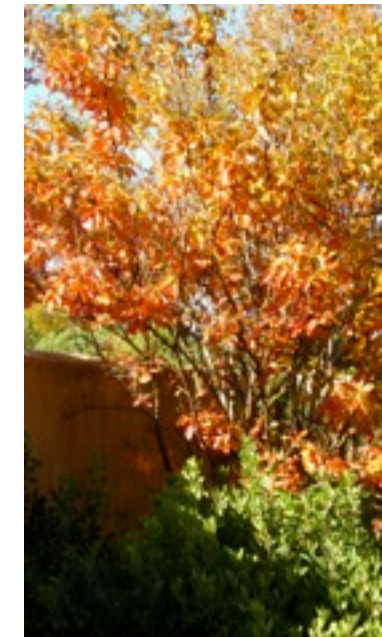
Now a report about the temporarily homebound.

Al Moss is nicely recovering from his surgery. He's eating everything Lynda puts in front of him. He's off his walker (not rocker) and is using a cane. Ed Pittman is slowly recovering. He's improving, but says his physical therapist is working him very hard! Editor Ralph Blankenship is doing well, and is bugging me for this president's letter.

Our annual car show is September 15, so polish up those beautiful classics. If you haven't applied, go to our club web site, www.sedonacarclub.com, download the car show application and send it in.

Come to the events and finish 2012 in grand fashion!

Larry



Something's coming, soon!

Of course, it's almost September, and that's when we have our annual car show! Your committee has been very busy making arrangements, planning the program, developing promotional and other materials, application forms and winners' trophies for all of the judged categories. David Lombardi agreed to be Chair of the committee. His team has been meeting often and long, and the event is shaping up very well. We can expect one of our best shows, ever!

The honored automobile this year is the Chevrolet. With such a rich history of classic models and designs, there will be plenty of interesting cars to see. This year's Dash Plaque features a beautiful red, 1957 Bel Air.

As always, there is a lot of work to be done on the day of the Car Show, and our members have stepped forward to volunteer in large numbers. But volunteers are still needed for some jobs such as parking vehicles; it takes a "whole club" to make it work.

If you are willing to share your time, please contact David or Rachel Lombardi, at: dandrlombardi@gmail.com.

Every year our members make a proud showing of their cars. But there are so many more cars that we never have the chance to see. If you are able, gas up and wash

31ST ANNUAL SEDONA CAR SHOW



Saturday, September 15, 2012
10:00 AM to 2:00 PM
AT THE SEDONA AIRPORT



ANTIQUES • CLASSICS • EXOTICS
SPORT CARS • RACE CARS

FOR MORE INFORMATION OR ENTRY FORMS, PLEASE CONTACT DAVID LOMBARDI AT dandrlombardi@gmail.com

your favorite car, bring it to the Show, and even if you don't want to compete for a trophy, you will have fun. For entry forms, please contact: dandrlombardi@gmail.com.

You can share your pride- and-joy with the most car-involved bunch of friends in town and the public as well. Be a Club supporter, this year. Show us what you've got!

RLB

The Easy Out **A tale of modern (adolescent) ethics** **Continued from May, 2012**

In Part 1: Bud, started on a simple car repair, which revealed itself to be something else. We rejoin Bud when he is beginning to fear that he is in over his head, and will very likely end up looking weak and foolish.

Part 2.

Well, the sun was starting its slow, grudging descent into mid-afternoon, and it was hot as hell. I agonized, imagining there might be some way I could pull out of this job without making a bigger ass of myself. If I just hadn't bragged that there was nothing that could stop me from doing "this little job". But from what I was seeing at this early stage, I would either be eating crow for a year if I quit, and maybe for longer if I plunged ahead and really screwed up this engine.

I sat down in what little shade there was on the back side of the car and started to take stock – what tools and experience did I have that might help get me through the job? I did have enough wrenches to get started on pulling the head off. And if it did go well, things might be much better than I expected. I might even be able to close up the engine and call it a day, early. And, remember, I have to go to work tonight, 9 to 1:00, so I shouldn't let myself get too pooped. Also, tonight's pay would float the parts bill. So, if I get started now, I'll know pretty soon where I stand. And if it's as bad as I think it might be I will have time to get some advice and maybe a few special tools from Shorty, an old family "friend", but he was pissed at my mama (they're not talking) and might not even talk to me, just now. But, he was working at my favorite parts store where I would be going later, anyway.

So, it was clear. I grabbed my fistful of wrenches and climbed up to my perch in the engine compartment and set the first wrench on a stud. I tested it a little for tightness, and to my delight the nut turned. In less than a minute I had it off the first stud. Now, I'm not a superstitious person and I don't believe in signs and omens, but I tell you it felt damned good to have some success, and I really wanted to believe that it meant something. But it didn't.

The nut on the next stud wouldn't budge. Before I stripped the nut, I stopped and crawled under the car to drain off a bit of brake fluid (that's what we used for loosening rusty nuts and bolts). I soaked the nut well, and moved on to the next stud. "My God!", I whooped, That nut practically slid off the stud by itself. "This might turn into a piece of cake!" But the mood was killed when the third stud nut wouldn't budge. I took out my 16 inch "nut buster and socket and, still a tiny bit cocky from the early success, I quickly snapped the stud off inside the head. "OK!" I muttered. "It's time for inventory. It's one nut off, one off after soaking, and one stud snapped off - level with the block if the broken stem length means any thing. I can't see any more until I can pull the head, only guess, but if the stud is really broken off level with the top of the block only a special tool could remove it. That's not good!"

I moved slowly and deliberately so as to not put too much torque on these brittle studs. But an hour later I had snapped about one third of the studs, removed about one third at the nut, and the rest had backed out whole. I rocked the head until it loosened and carefully pulled it free.

Every damned one of the snapped studs was broke off clean at the top of the block, so there was nothing to grab on to. I scrounged up some cardboard to cover the top of the engine, and headed off to the parts store, studs and gaskets in hand. There was just about time enough left to do what I had to do, if Shorty would help me, and then get on home to clean up and take off for work. Tomorrow would be the test. If I couldn't get the tools I needed, or make them work right, the engine might just as well be fried. I had no plan for beyond that point.

Shorty was working the counter alone and there was nobody else there to buy parts. So I had his full attention. I spilled my whole sad story and ended, ..."so either I get those studs out and close that engine right, or I have to go to my friend and tell him that he never should have trusted me to work on his car, at all. I don't know who he could even get to take it over, the mess I've made of it. Please! Is there anything you can do to help me?" He hadn't said a word while I was pleading my case. He said nothing, just lookin' at me, for what felt like several minutes. I held my peace, giving him time to digest my story ... see my plight. I had known Shorty for several years and had even worked for him some when he was running his own shop, but he never had shown what I would call any sign of liking me much. I was remembering now how he used to tell Mama that she should beat my brother and me more often, "for our own good". So I was about floored when he nodded toward the back room and said, "Come on back here." I didn't know what he was gonna do.

He led me to a small room in the back, which he unlocked and entered. I peeked in, holding back in case I had to duck out fast. He was known for throwin' wrenches when he got mad. But now he was digging into his tool boxes, which he had stored there and out was coming more tools than I had ever owned. There were sockets and end wrenches, a stud puller, and a half-inch drill with all of the bits in a box. And, EZ-Outs, a whole case of them in about every size. He says, "Keep the speed down when you drill, or you'll burn up the bits and the EZ-Outs. Be sure to use the right size drill bit for the EZ-Out, and make the hole down the center of each broken stud deeper than you need to, because if the EZ-Out hits bottom before it can get its grip set, it will snap, and it's so hard, you won't be able to drill it out. And here is a tap set to dress the holes after you've got the studs out. Now let's go get the gaskets and the rest of the parts. Don't forget where you got these tools!" He paused. "You do good work, in case I never told you. And this wasn't your fault. All of these Kaisers and Frazers had junk studs. You did real well to remove as many as you did. I've seen grown men cry over those damned studs. I'm sending a full set of good head bolts with you, too, so the next mechanic won't get stuck the way you got stuck! Damn them engineers, anyhow! No respect for the man who has to fix these things for a living."

That night the guys in the band were really on and, in spite of how tired I was, I played with more energy than I had any right to. We all blew some great jazz sounds., and I was part of something real good. I was thinking, "Could it be, is it possible, that tomorrow I will wrap this simple little job and "be somebody' with my buddies? None of them could have done it. They'd have to think twice about calling me The Perfessor again, like I was unfit for real life. They'd have to show me some respect. Like, too cool, man! Yeahh!"

To be continued)

CLUB NEWS and ANNOUNCEMENTS

BIRTHDAYS & ANNIVERSARIES

Happy Birthday To:

Janice Gruneberg, 8/21

Stephanie Giesbrecht, 8/28

Marvin Wiegand, 8/5

Robert VanSteenburgh, 8/20

John Gain, 8/7

Mike Clark, 8/26

Steve Blank, 8/5

Happy Anniversary To:

Ralph & Sharon Blankenship, 8/17

Martin & Lisa Glinsky, 8/22

Luke & Diane Lukich, 8/27



It is an honor to be able to recognize individual members on their birthdays and anniversaries and to share month-and-day information so other members can send greetings and congratulations.

If you do not see your information when you expect to, it may be that you did not include it on your membership application, or it may have been misplaced in our spreadsheet. There are many blank spaces on our spreadsheet. Or your Editor may have committed an error. Some random error also occurs. Whatever the reason, it can be corrected by contacting the Editor at: ralphb@esedona.net.

Upcoming Vacancies - Board of Directors

Our Car Club Board is functioning very well under our President, Larry Currie. The normal cycle of change, however, requires occasional replacements, as terms end and personal situations change. Vacant positions will include Editor of Tire Tracks. There is no better way to become involved in any club than serving on its Board. Please consider stepping forward. RLB

BOARD MEETING

The Board meets on the first Tuesday of each month, at 8:30 AM, at the Cousins' clubroom. All members are invited to attend.

CLUB MEETINGS

The General Meetings of the Sedona Car Club are held at 7 PM on the second Tuesday of each month at the Sedona Library, except in June when our meeting is the Annual Picnic, and in December when it is the Annual Christmas Party. We do not meet in JULY. Be sure to attend. Bring a car-loving friend!

AUGUST MEETING: PROGRAM

August 14th, 7 PM, Sedona Library .

Guest Speakers are club members, Mike and Victoria Clark. Victoria is a widely recognized researcher and writer on Arizona topics. She will share her most recent work with us:

“Mike and I will be speaking in August on the AZ Route 66 Fun Run that takes place every year the first weekend in May. The 66 run is sponsored by the Route 66 Association in Kingman and starts at the Snow Cap Drive-In in Seligman and Ends in Topock-Golden Shores. This year, 712 vehicles participated and we enjoyed every minute of the run.”

Larry Currie is considering an informal club tour, later in August, so that those who are excited about the Fun Run, and who missed it earlier this year, can pretty much follow the same route and have a great time of our own. Be sure to attend the Clark's program, and let Larry know if his idea appeals to you.

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(open position)

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