



March 2020

Volume 39 Number 3

President's Letter

Hello Everybody,

Ever want to buy one of your previously owned cars a second time? I had that temptation today. I'm sure I wrote before about the engine failure of my previous Mini Cooper and that it was going to cost more than the car was worth to repair it. Well, fellow club member and owner of Red Rock Precision Motors, Karl Scheinuck, bought it from me and repaired it. But he didn't just fix it, he did it the Karl Scheinuck way and really made it nice, i.e., hopped it up. He invited me over to drive it, mainly to tell him how it compared to the way it was previously. Well it was really nice...and quick!

I asked Karl what his plans were for the car. He said his original intention was to keep it for himself. That's why he went the extra measure with it. But he's having second thoughts, says he doesn't really need an extra car so he may sell it. Hmm. But, of course, I replaced his Mini with my new one. Do I need two? Hmm. After all, I haven't bought a car in almost a year. Stay tuned.

Your Board has started plans for our annual car show. A date has been picked - October 3rd. The car show co-chairmen, Army Messersmith and Steve Van Derveer, have met with the airport managers and they would like us to have our show at the airport. This year will be our 38th Annual

car show. It's a tradition for our club and for the City of Sedona.

But, the realization of a car show is in jeopardy this year. There are dozens and dozens of individual tasks that must be performed in order to put on a successful car show. Frankly, it's been harder and harder to get volunteers to help organize it. The onus has been put on the board members and it isn't supposed to be that way.

It's the Club's show. As I said above it has been a tradition for 37 years. The board has been discussing whether or not the members really want to have a show, or is it just something we do because we've always done it. We have decided that if we are going to have a show this year, it will be because the majority of the members want to have it and will be willing to help prepare for the show.

Elsewhere in this issue of Tire Tracks is a list of the tasks that need to be done by members. The board members will continue to do some of the main tasks, which they have always done. Please let me know before March 18th if you think we should continue with our show, and what job(s) you will help us with if we go on.

I hope that I get a big, positive, response from you. Thank you.



David Lombardi
President



Some Stuff:



Roger Battison	13
James Converse	6
Claudia Converse	1
Diane Hatfield	24
Bruce Huelat	1
Nick Plenzick	25
David Sheperd	22
Norm Uhlir	31
Jim Warren	21
Jan Zavaglia	18

HAPPY ANNIVERSARY

Larry and Vicki Currie	29
Patrick Tucci and Zelda Bailey	23



Club Calendar

March 14 - 50th Annual St Patrick's Day Parade
Lunch afterwards at Up the Creek Bistro
in Page Springs

April - Highway Cleanup - Saturday, April 25
Lunch afterwards at Café José

May 10 (tentative) Mother's Day Brunch

June 9 - Annual Picnic at the
Elk's Club in Sedona



Meeting Refreshments

Note: Those providing refreshments will be reimbursed \$10. Ground coffee is in the kitchen.

Refreshments: Richard & Ayano Croft,
Patricia & Steven Holst

Coffee: Richard & Ayano Croft

NEW MEMBERS

See page 4 for a story by our
newest member, Nick Plenzick.

Remember that the Car Show requires the labor of many people. You can assure that we have a car show this year by going to the last page, selecting the task(s) you commit to perform, and notifying David Lombardi by the 18th of March.



YOUR CAR CLUB NEEDS YOUR SUPPORT

PLEASE DON'T FORGET TO SEND A CHECK FOR YOUR ANNUAL DUES

NEXT MEETING - MARCH 10

Guest Speaker:

Craig Haberler
The History of Clarkdale

Regional Car Events

3/14 - 8th Annual Clarkdale Car Show
3/11-14 - Mecum Auction
3/20-22 - Goodguys 11th Spring Nationals, Scottsdale
3/21 - 15th Annual Mingus Union High School Car Show, Cottonwood
4/18 - 9th Annual Cruise-In For The Veterans Car Show, Prescott
5/1-3 - 33rd Annual Rte 66 Fun Run
6/05-06 Cruz'n The Rim, Show Low
6/12-13 5th Annual Williams Historic Route 66 Car Show

(For a complete list of SCC 2019 events, visit our website at sedonacarclub.com)

A Discount

If your car is being serviced at Red Rock Precision Motors, be sure to ask for the car club 10% discount.

Another Discount

Get your precious car washed at Cleaner Quicker Car Wash and get a 10% discount for members.

Club Meetings

The General Meetings of the Sedona Car Club are held at 7:00 p.m. 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. Please attend and bring a car-loving friend.

Board Meetings

The Board meets on the first Tuesday of each month at 8:30 a.m. at the Christ Lutheran Church. All members are invited to attend.

Tire Tracks

Tire Tracks is published eleven 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 ARNY MESSERSMITH and posted on the website by Steve Blank before the monthly meeting. All submissions are due by the 1st of each month. Email them to: jan@messersmith.name.

Car Sales Advertisements: Only those sponsored by members will be considered for inclusion in TireTracks

2019 EXECUTIVE BOARD

President
1st Vice President
2nd Vice President
Treasurer/Membership
Program Chairman
Secretary
Historian & Website
Tours & Events
Highway Cleanup
Newsletter Editor
Ex-Officio Member

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Avrum Cohen
Steve Van Derveer
Sam Pietrofitta
Need a Volunteer for this position
Patty Reski
Steve Blank
Need a Volunteer for this position
Phil Wadsack
Arny Messersmith
Larry Currie



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PO Box 748
Sedona, AZ 86339

For club information by phone, call David Lombardi at 928-203-9007

By email send a message to Steve Blank at info@sedonacarclub.com

VISIT US AT: SedonaCarClub.com



facebook.com/sedona.carclub

CROSSROADS by Nick Plenzick

My dad had a dream of moving to Florida. He loved it there and would spend much time swimming in the warm waters the many years he took us there on vacation. When he retired, after much convincing from my brother and I, he and my mom decided to have a home built in Port St. Lucy. Finally at the age of 64 in January 1982 his dream was about to become reality. The day they broke ground was the day he died, on my parents wedding anniversary. I swore on that day that would never happen to me. I wasn't about to wait for my dreams.

I was stuck at a dead end job with no room for any real advancement and my dream was to become race car driver. I tried racing motorcycles earlier in my life doing motocross but I really sucked at it and at the age of 20 I was really too old to become any good. My love of motor racing started at a very early age with my parents taking me to dirt tracks and in the mid 60's to Langhorne Speedway to see that young Italian kid Mario Andretti race. Racing was in my blood as it still is today.

After some research and a brief conversation with Al Holbert, if I was serious and wanted to be noticed I needed to be in the class of FF, Formula Ford and compete for the SCCA (Sports Club of America) national championship . So I gathered as much money as I could and bought a 12 year old Lotus 61M Formula Ford in the fall of 1982. November of the same year I did my first drivers school at Summit Point Raceway in West Virginia (that's a whole other story) and my second school in April of 1983 in Bridgehampton Long Island NY so I could receive my novice regional license. The Lotus was a handful to drive with snap oversteer which was far worse than driving an early Porsche 911. With a unbelievable amount of determination I soldiered thru a bunch of regional races that year to lose my rookie strips and receive my permanent regional license. That year I received corporate sponsorship from Quaker State oil , with smaller sponsorship Maaco body shops, 7/11, and a local tire company. I was barely a mid pack runner in a 13 year old car, however many couldn't believe how fast I got that old Lotus going and were surprised that I wasn't running last.

1984 brought another year in the Lotus and trying to figure out how to go faster. In May of that year our group was asked to be a support race for the professional series of the day called Trans Am in front of 40k people at Summit Point. That weekend was my best result in the Lotus with a tenth place finish and an

opportunity to have some conversations with Paul Newman who was paddock next to us. Rest of the year were mid pack finishes, but it was enough for me to get my national competition license. I knew then I was good, really good, but you can only do so much with an old car and I wanted to do national competition so the search was on to find something newer and faster and a way to pay for it.

There's a really an old saying in racing. You can make a small fortune in motorsports, you just need to start with a large one! Most people have no clue on the money and effort that it takes to compete in any form of motorsports. Unlike stick and ball sports where if you have talent when you are young, you can get scholarships which will help you rise to the top, that doesn't happen in motorsports. I remember Al Holbert (for those of you who don't know he was head of Porsche Racing in the USA and a national champion in sports car racing) did a interview in the Philadelphia Inquire and I remember him saying that if people would put the same money and effort that they put into racing into world peace there would never be another war again. Its 24/7 365 days a year and every single penny you can come up with.

So at the end of 1984 after a serious horse accident I had where I fractured five vertebra, dislocated my shoulder, broke my foot and several ribs, I sold my pension and bought a one year old national competitive RF83 Van Diemen Formula Ford. I still remember being fitted for the car as I was on crutches, foot was in a cast, arm was in a sling and my ribs were taped up. People at the race shop thought I had a bad racing accident and everyone got a good laugh when I said "no I had a horse fall on top of me" !

Formula cars are thoroughbreds, they have one purpose and that's to race. They're extremely high





strung, temperamental and very dangerous. During my days of racing them a fair amount of drivers got hurt really bad and I recall one accident when two drivers fighting for position in front of me touch wheels. One of those cars catapulted into the air so high I drove under him and I still recall the impact he made when he hit the ground upside down behind me. There were quite a few times when I drove into the track for race day from my motel that I thought “this could be the very last day of my life”. With that in mind, in March of 1985 I headed to Summit Point to do a “testing” weekend to see how this new car was to fair for the upcoming race season. Right out of the box it was fast. Two seconds faster than any time I ever did in the Lotus. This even happened on a cloudy cold day with drizzle in the air. Every adjustment we did that weekend just made the car faster. We were ready for a race.

April 1985 Summit Point SCCA National. The car was fast once again in the two practice sessions, then comes qualifying. I gave it everything I had and what I thought the car had in those 20 minutes and to my amazement I was the fastest, I was on the pole! The warm up session went perfect on race day but I confess I was very nervous. I never led 30 + cars on a pace lap before, heck the fact is hardly led anyone on a pace lap! So coming thru turn 10 I waited for the starter to drop the green and as he did I missed a shift and lost eight positions before I got to turn one. I can't repeat the curse words I called myself, trust me there were plenty. So with Italian determination I drove the wheels off that car, every lap I picked up a couple of positions and by the fourth lap I'm in third right behind first and second. Coming out of turn ten I'm in the slipstream of one and two and was within an inch of the back of second place driver. I waited as long as I could going down the long 1/2 mile straight for that right moment to pull out and pass both of them into turn one. Unfortunately driver number two had the same thoughts. He pulled out from behind the guy in first as I did on him at the same time. So the three of us at top

speed headed for the turn one hairpin side by side, no one giving an inch, no one lifting, while all three waited to the very last second to brake. The car in the middle got loose when he hit his brakes which in turn made him hit the car on his left. That car went flying into the air and forced the car that was into the middle to hit my left rear tearing my whole suspension off. All three of us were out of the race.

Racing is extremely unfair and as with most things in life its all about timing and being in the right place at the right time. I scraped what money I could find including my recent tax return. Repaired the car and off to Lime Rock Conn, a track that I didn't have a great deal of experience with. One thing I noticed right away upon arrival was a new manufacture for this series as two brand new cars were there to compete. The Swift DB1. These cars made my year and a half old car look like a covered wagon. If I remember I think I finished 6 or so, respectable but certainly not a contender for the lead. Next race at Watkins Glen, my favorite track, eight drivers with Swifts showed up with one of those with the last name of Andretti, one of the sons of Mario. That's when my dream began to die. By the end of the season the people who had money bought more Swifts and by season's end I was exactly in the same position I was in the year before, a mid pack runner. Too add insult to injury Quaker State went in a different direction and pulled their sponsorship so they could focus on higher series like Indy Car and NASCAR. I only did two races in 1986 which were nothing to brag about. I did have a test day at Lime Rock in a Formula Atlantic car Ralt RT 4 which at that time was one step below Indy Cars. Even though the test went well I was out of money, no real sponsors and with no real support from my family the dream of being a professional race driver was over. I would go on to race in Porsche Club of America with various Porsches, do their driver ed events, be an instructor and tech chairman. But that was just for fun, it wasn't even close to what it was like chasing that dream.

So was it worth it? All that money, all those hours and days in the garage, all that risk? You bet you bottom dollar it was! Those years changed me and I could feel that change deep inside. I left that dead end job, started my own business, traveled all over this country, met and became friends with some great people and met my wife Marie. None of that would have happened, I would have stayed at that stupid job and probably retired last year and had a very boring life if I wouldn't have died from a heart attack first. Dreams come and go, but you always have to reach for them, never stop reaching, never stop pushing yourself. Life is oh so short and what's a life without your dreams!

These are the tasks which must be performed to produce our car show.

Please choose the task(s) you commit to perform and let David Lombardi know by the 18th of March. (dandrlombardi@gmail.com)

Please note that there will be no car show if the membership shows no interest in helping out.

Prepare 30+ letters to Sponsors.

Collect from 4 - 6 sponsors. 6 people

Design and print 100+ ballots.

Design and print 200+ water coupons.

Order trophies.

Lay out parking spaces day before show. 5 people

Make coffee at show.

Bring donuts, etc., for club members. 2 people

Make sponsor board.

Count ballots. 2-4 people

Direct cars to parking spaces. 8-10 people

Register incoming cars. 6 people

Buy 200 bottles of water.

Buy Ice.

Bring coolers. 2 people

Bring awnings or Rent Awnings. 2 people

Hostess/Information. 6 people

Display trophies.

Guard entry gate.

Prepare ballot tally sheet.

Obtain raffle donations from local businesses. 5 people

Do marketing regarding the show.