



Tire Tracks

President's Letter

After a few early and futile attempts, it seems Spring has now settled in. It's a great time to drive and show our classics, to attend more of the club events and to enjoy the company of fellow car enthusiasts.

News of interest: Your board has voted to establish a scholarship to be awarded to a Red Rock High School student who wants to pursue an automotive course in college. Greg Zucco has developed an application form and sent it to the high school counselor. A committee of the Board will review the applications and select a recipient.

Martin put on another very interesting program in April. The Program consisted of: **members' personal accounts of their experiences with special cars.**

In no particular order, the following members spoke to us:

First up was Martin who told us of getting his MGA; it wouldn't run more than a mile at a time.

David Lombardi - Showed us photos of his Austin Healey and Dino Ferrari and stories of painting his Alpha Romeo.

Sally Peck - Corvettes she and Les owned.

Vicki Currie - The saga of acquiring her 1973 Jaguar E-type OTS (rdstr).

Ed Pittman - How he restored his Austin Healey in his barn.

Al Moss - How he came about buying his 1948 MG TC sixty-four years ago.

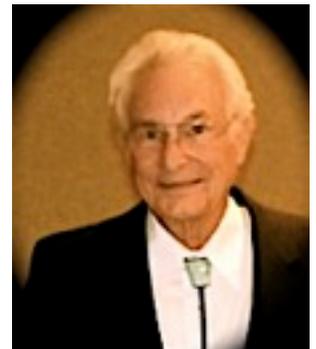
Elli Haga - After being encouraged by Al to speak she told us that she had just bought a 2011 Cadillac CTS sports coupe. She then told us about other cars she and her late husband, Hank, had owned. This included the 1924 Bugatti Type 35 Prototype.

Steve Blank - He was looking to buy a Porsche. As he was leaving the dealership to test-drive a brand new car, he was rear-ended by a truck that couldn't see him. Moral, don't buy a small silver car.

Everybody was so interested that the Program ran over into our social hour, so the social hour was cut short.

April 28 was our second Annual Basha's car display (See pictures in this issue). About 20 cars showed up and many people came out to view the cars. We received lots of positive feedback. Some expressed an interest in club membership.

Well, that's the news. Enjoy "the merry month of May"! *Larry*





1910 Ford Model R

The year is 1910 one hundred years ago.

Fuel for your car is sold in drug stores only. There are only 8,000 cars nationwide and only 144 miles of paved roads. The maximum speed limit in most cities is 10 mph.

The average US wage in 1910 is 22 cents per hour. The average US worker earns between \$200 and \$400 per year. A competent accountant earns \$2000 per year, A dentist earns \$2,500 per year and a veterinarian earns between \$1,500 and \$4,000 per year. A mechanical engineer, about \$5,000 per year. Sugar costs four cents a pound. Eggs cost fourteen cents a dozen. Coffee is fifteen cents a pound.. Canada passes a law that prohibits poor people from entering into their country for any reason

More than 95 percent of all births take place at home. The average life expectancy for men is 47 years. Ninety percent of all Doctors have no college education, being trained in so-called medical schools which are roundly condemned as 'substandard. The six leading causes of death are: pneumonia, influenza, tuberculosis, diarrhea, heart disease, and stroke. Marijuana, heroin, and morphine are available over the counter at the local corner drugstore. Pharmacists say, "Heroin clears the complexion, gives buoyancy to the mind, regulates the stomach and bowels, and is, in fact, a perfect guardian of health!"

Two out of every 10 adults can't read or write and only 6 percent of all Americans have graduated from high school. Most women wash their hair once a month, using Borax or egg yolks for shampoo. Fourteen percent of the homes have a bathtub. Eight percent of the homes have a telephone. Eighteen percent of households have at least one full-time servant or domestic help.

There are 230 reported murders in the entire U. S. A.

This interesting material , was forwarded by Lloyd Schaffer, my oldest friend. We're both ancient, already! I edited and condensed it for Tire Tracks. Thanks again.

RLB

THE SECOND ANNUAL CAR SHOW AT BASHA'S. APRIL TWENTY-EIGHTH



President Larry Curry offers these fine photographs as evidence that he and Vicki did attend the show, although the Editor did not. I think I see Deb Wachs' most excellent chariot in the lower left, between the two Porsche's. RLB



Lorraine Cousins, Rachel Lombardi, Deb Wachs



Bob & Amy Duncan, Steve & Sharon Blank



The Easy Out A tale of modern ethics

Part 1: Bud, starts on a simple car repair

I had to run to the bank a few days ago. After taking care of a wee-bit of business I had the usual irresistible urge for a cup of coffee, hot, strong and black, and just to take the edge off that, an apple fritter. Well, who should I run into at the bakery but Bud. We allowed as how it had been truly a "long time, no see", so we sat down for some deep thought and lots of talk.

I mentioned a feature that I had seen on Yahoo or somewhere about old cars we haven't seen for ages but have never forgotten. Turned out he had seen it too, and we talked about Studebakers, Nashes, one old Packard and some other oddball cars we had owned. Pretty soon I brought up my 1948 Frazer Manhattan, which was a really unusual car in so many ways. It was supposedly an upgraded version of the Kaiser, but I could never even tell them apart. It would be called boxy, today, but we called it "futuristic", and everybody in our crowd was impressed with those wide, deep seats. Ahh, yes! It was the best of all make-out cars for drive-in movie nights.

I asked Bud if he remembered that he had worked on it once, when the head gasket blew and it had over-heated some. He just said, "Sure..." but he silently added "I remember that like I remember the worst toothache I ever had!" He stalled for a moment, wondering just how far he should go into that particular story. He felt like he was wading into some strange, dark, probably deep waters. But, on the other hand, a lot of time had passed since those days, and he thought maybe our friendship could handle a little truth.

"I never really told you much about that little job for lots of reasons" Bud began. "So just stop me if it gets a little too personal, OK?" I was both puzzled and hooked. I wanted to know what could be "personal" about a blown head gasket? But I nodded, and pretty soon he took off.

"You know, I had always hung around mechanics. Car fixin' sorta ran in my family. So it was natural that I would get grease under my fingernails. I even guessed that I would probably go that way myself, in time. I had acquired a few worn-out, second-hand tools. I worked on all of my own cars, and had even worked one summer in a car repair shop, tearing down engines, mostly. So I had learned a few things, and probably thought I knew what I was doing as long it didn't get too technical. When you told me about the blown head gasket and asked if I could fix it, I just naturally said, ..."sure, why not?"

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1947 - 1948 Frazer Manhattan.

The Easy Out. continued.

I said, "Oh yeah, I remember I didn't have any tools or any place to work on it, and it was summertime, hotter than hell. I was working full-time and seein' my girl a lot, so I couldn't even help much. But I got an older guy I knew to let us use the space behind his gas station. I remember that he made me promise that the car wouldn't be there more than a day or two ... but it took a lot longer, for some reason, didn't it!?" Now I was the one who didn't know just where I was heading, considering what Bud had said about getting personal. But I just nodded and kept my mouth shut so he had to either pick it up or drop it.

I was hoping maybe he'd give me some clue. I blew on my coffee, took a sip, then another. Bud studied his coffee, looking a little like a constipated puppy, but pretty soon he looked up with a determined half-smile, and said, "I was a damned fool for taking on a job I wasn't ready for, with none of the right tools, no shop and nobody to go to for backup. God, what an ego I had, in those days. If I had known anything about that car, I would have run as far away and as fast as I could! Let me fill you in on those early Kaisers and Frazers."

"Kaiser/Frazer used the Continental Red Seal six cylinder flat-head engines. They were designed for industrial use and were supposedly indestructible, but Henry J. Kaiser came to them with a really big order. Continental hustled some to take advantage of the windfall. The war was over but good steel and other materials were still in short supply. They used low-grade postwar steel studs to mount the cylinder head, and they stretched out with wear, causing head gaskets to blow. Then the engines overheated and that caused those low grade studs to fuse in the block, lose their temper, and snap off level with the top of the block as soon as you hit them with a little torque. Backyard mechanics like I was, we knew none of this. My bitter lessons would soon be learned."

"But, you didn't ... I stammered. "Now hold your horses," Bud interjected, "You'll understand in a minute. Just let me finish. You left the car behind the gas station, where you told me, and next morning, I rounded up what tools I had including a lot I didn't think I would possibly need. I found the car standing in a patch of tall weeds, so the first thing I did was to knock them down and pull enough of them so I could work around and under it. Then I saw that the ground was all rocky and littered with broken glass and anything but level, so I had to clear it as best I could, and find some cardboard to lay under it. I was ready to drain the coolant so I raised the front with the bumper jack and I crawled under to locate the petcock. There wasn't one, so I had to drop the lower radiator hose and, in the process, I got soaked in dirty coolant. But I caught as much as I could, and then moved up to the top end."

"I popped the hood but it raised barely enough to just look into the engine compartment. I saw that I'd have to either remove the hood, which was too big and heavy to handle alone, or find a board long enough to use as a prop. I scrounged around the neighborhood looking, but everything was either too long or too short. I settled for the longest of the short ones but there was no good place to set it. I knew that hood was going to fall down on my head every chance it had. ... and it did!"

"Then I took my first look at the engine. There was no place where I could put my feet inside the engine compartment while I worked on the engine. So ... out with the radiator. I drained it pretty well and laid it in the trunk, which quickly filled up with the intake manifold, the carburetor setup and about a hundred other bits and pieces. I popped the exhaust manifold and tried to force it down and out of the way without breaking it from the exhaust pipe. It wouldn't move so I crawled back under, which was now a muddy bog, and I pulled a couple of hangers. That gave me enough play to swing the manifold and exhaust pipe down and out of my way. I promised to check later to see if I still had a good connection to the muffler."

{continued next page}

The Easy Out. continued.

"It was already noon, and I hadn't even looked at the head, itself, yet. I needed a break so I found a piece of shade and broke out my boloney sandwich, which I ate dry. Then I closed my eyes for a quick rest. Minutes later I was back staring at the cylinder head, a humongous chunk of cast iron which was hollow inside to let the coolant flow through, and was pierced by six sockets into which the spark plugs were fitted. Because of the high compression and heat caused by the burning fuel in the cylinders, a cylinder head has to be well secured to the engine block by about twenty long, heavy bolts through the top of the head. Only this one didn't use heavy bolts. I was staring at studs!"

"A bolt has threads on one end; it has a six-sided crown on the top, where a wrench can be set to tighten or loosen it. Bolts are made from a single piece of tempered steel and they are very strong. Studs, however, are threaded on both ends and a nut screws onto the upper end to tighten the head down to the engine block. I had run into a few studs before, so I knew they were inferior to bolts because they have two parts, which weakens them, and the lower threaded end typically remains in place, making it "impossible" to turn one out after the nut is removed. And they always seize up, in time."

"Most mechanics own a special stud wrench that looks kinda' like a pipe wrench, but they hope they will never have to use it. To remove a broken stud from an engine block you have to drill out the center of the stud, then use a special tool called an easy-out to back it out. Then you re-tap the threads to receive a new stud. I had never done this before, never even seen it done and had none of the special tools required. I gulped and felt an aching dread in my gut. Oh, please God, don't let this go the way I think it's headin'! But God wasn't feeling very well that day, either."

RLB

To be continued next month.

SATURDAY, MAY 26, 2012 • 9 AM - 3 PM
YC CAREER & TECHNICAL EDUCATION CENTER
220 RUGER ROAD, PRESCOTT

BENEFITS YC AUTO PROGRAM SCHOLARSHIP FUND
GO TO WWW.YC.EDU/M3 FOR CAR AND VENDOR REGISTRATION.
FOR GENERAL INFORMATION CALL 928.776.2002.

MOUNTAIN MOTOR MADNESS

Yavapai College Foundation is sponsoring this special Auto and Motorcycle Show to raise funds for scholarships to enable interested students to prepare for careers related to cars and other vehicles. Attend, if you can, and learn more about their **Career and Technical Education Center**, located north of Prescott at 220 Ruger Road. Admission is \$2.



Announcement From the Editor

The earlier advisement about changes in readers' access to Tire Tracks will not go into effect until the June issue, to allow further development work on our Website. Watch your Email for details as work progresses. Thank you. RLB

CLUB NEWS and ANNOUNCEMENTS

BIRTHDAYS & ANNIVERSARIES

Happy Birthday To:

Amy Duncan, 5/26

Bob Duncan, 5/27

Victoria Clark, 5/21

Lynda McEvoy, 5/20

Cheryl Ossenfort, 5/15

Katherina Roth, 5/26

Phil Wadsack, 5/25

Happy Anniversary To:

Luke & Diane Lukich, 5/27

Joe & Mary Tulley, 5/5

Tom & Deb Wachs, 5/27

Richard & Judie Young, 5/21



LITTER LIFTERS

Show some pride!

For thirty years the Sedona Car Club has been part of Sedona and the Verde Valley. Besides advocating for cars and other vehicles, the Club provides a place where persons with similar interests can meet, socialize, promote our special interests, and serve the community, by providing car shows in which we partner with other civic organizations and invite the public to view and enjoy our wheeled treasures. And, though less visible, we have for many years actively given back to this great community through charitable donations to non-profit service organizations, Christmas gifts for children, our new program of scholarships for automotive studies, and the Litter Lifters Program.

Litter Lifters is a statewide program in which organizations take responsibility for cleaning a section of highway, about four times per year. Our responsibility is a one mile section of Hwy 89A, between Sedona and Cottonwood. Luke Lukich is our volunteer coordinator. He gathers a crew of Club volunteers, they tour out to the site, walk- about for one-and- a- half hours filling bags, and then meet at a local restaurant for a hearty breakfast, on the Club. (cont'd following page)

The latest clean-up was March 31st. The following members did a great job and represented us well. Our thanks to: Greg and Stephanie Zucco, Phil Wadsack, Steve Blank, Sam Pietrofitta, Jane and Bob Tusso, and of course, Luke Lukich. The next clean-up will be in September, on a date to be announced. Be a volunteer. Be part of this exceptional group.

P.S. Sam, your gloves don't fit, so pick them up at the May meeting. LL

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!

MAY MEETING: PROGRAM

May 8th, 7 PM, Sedona Library .
Details to come.

OFFICERS AND BOARD

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LARRIE CURRIE
FIRST VICE PRESIDENT
MARTIN GLINSKY
SECOND VICE PRESIDENT/
NEWSLETTER EDITOR
RALPH BLANKENSHIP
TREASURER / MEMBERSHIP
SAM PIETROFITTA
SECRETARY
GREG ZUCCO
HISTORIAN
STEVE BLANK
TOURS & EVENTS
AL MOSS
HIGHWAY CLEANUP PROGRAM
LUKE LUKICH
MEMBER AT LARGE
ED PITTMAN

Upcoming Events, Tours and Meetings

Plan to attend the general meeting at the Sedona Library,
Tuesday, May 8th, at 7 PM.

Sunday, May 13th, the Annual Mothers' Day Brunch, at Junipine. Don't miss this gathering in the cool Canyon.

Wednesday, June 13th, the Annual Picnic will be held in the same leafy glen as last year. Rick, who has cooked such great picnic fare for us in prior years, will be back. At this time, Club assets allow members to attend free of charge, and you may bring others for the paltry fee of \$10 each. However, so that the right amount of food can be purchased, everybody must sign up at the May meeting, or contact Al Moss no later than June 4th. No exceptions! Bring your own chairs, a table cloth if you're picky, and all beverages of any kind.

This was a great event last year, and should be even better this year (now it's 'free').

In July, the Annual Summer Hiatus and scattering occurs. Planning for the Annual Car Show in September, is progressing quite well. The event will honor Chevrolet.

The 3-day October tour of Utah's most scenic roads is cancelled.

The challenge of planning and organizing a tour of this complexity is enormous.

A sufficient number of participants justifies the efforts. Less does not. Al will be exploring the possibility of an even better Fall tour, which might involve joining with other car enthusiasts. More to come ...

TIRE TRACKS

Sedona Car Club

P.O. Box 748

Sedona, AZ 86339

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