

President's Letter



Wow! Wasn't that a great outing we had for Mother's Day. I think we had nearly 50 people who came for breakfast on the deck at Junipine Restaurant. The Mother's Day outing has always been one of everyone's favorites.

Sadly, for many of us, that was probably a last trip up Oak Creek Canyon to see it in its beautiful green splendor. No news to anyone, but the fire is raging even as I write this. What a shame. Hopefully, it won't burn for long. Rachel and I include a prayer, in our nightly dinner Grace and prayers, for its early extinguishment. I'm sure everyone, in their own way, has similar thoughts.

I've been working on my Austin Healey for the past few days, as I've been for the past 57 years. (I'm sure I have some kind of record for length of car ownership.) I'm rebuilding the oil pump and valve gear. Boy, it's getting hard to climb up from under a low car these days. Can't be me. Must be something in the water. I'm anxious to start driving it more regularly again.

Our next event is the annual picnic. I look forward to seeing you there. It is always a nice gathering and it should be real pleasant at Chavez Crossing Park. Thanks to Steve Blank and Larry Currie for putting it together.

See you at the picnic.

David Lombardi
President



Reminders:

NEXT MEETING

**June 3
Annual Picnic
Chavez Crossing
5:00 pm**

Summer Hiatus—No July Meeting

See you August 12



Be sure to check the SCC website for future events and photos from past events.

Car Show

Remember to contact Sally Peck, our car show chair, if you can lend a hand. You can reach Sally at 928-282-7514.

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

To the ladies of the car club—if I haven't interviewed you yet, and you'd like to be featured in an upcoming issue, please email me at: chathamjet@yahoo.com

Sedona Car Club is now on Facebook!



Regional Car Events

- 6/14 Yavapai Classic Cruisers 14th Annual Car Show and Swap Meet, Prescott**
- 6/21 2nd Annual Pronghorn Ranch Car Show and Craft Fair, Prescott Valley**
- 6/28 The 5th Annual Rockabilly Royale, Flagstaff**
- 7/12 Hot July Night Cruise, Chino Valley**
- 8/2-3 PAAC 40th Annual Car Exhibit, Old Engine Fire-Up and Parts Exchange at Watson Lake, Prescott**

(For a complete list of 2014 events, click [here](#).)

CLUB CLIPS



**HAPPY
BIRTHDAY**

TO:

Ernie Cousins	6/5
Diane Lukich	6/7
Vicki Currie	6/17
Teresa Van Steenburgh	6/23
Herb Miller	6/28
Lisa Glinsky	7/5
Larry Currie	7/7
Lon Walters	7/8
Gary Carson	7/13
Tila Hagemann	7/14
Marty Glinsky	7/17
Betty Monaci	7/24
Bob Jorgensen	7/26

Congratulations On Your Anniversary!

6/3	Mike and Victoria Clark
6/6	Jim and Linda Warren
6/10	Dan and Jo Ann Otts
6/13	Bob and Jean Jorgensen
6/15	Ted and Lois Uihlein
6/15	Norm and Jeanie Uhlir
6/19	John and Lynn Ossenfort
6/26	Herb and Joan Miller
7/5	Bill and Joyce Fobair
7/15	Jon and Lynn Orr



Club Calendar

- 6/3** Annual Picnic, 5:00 pm
Chavez Crossing
- 6/15** Father's Day Car Display
at Sedona Winds, Noon-
3:00 pm, then eat at PJ's
in the VOC



When: June 3
Where: Chavez Crossing
Time: 5:00 p.m.
Dinner at 6:00 p.m.

Food and water will be provided. Free for club members, \$10.00 per guest. Bring your own adult beverage and chairs, if possible.

Thanks to Neil Proctor for his presentation and discussion about his years at Ford Motor Company.

Thanks to Sally Peck and Vince and Betty Monaci for April refreshments and to Phil and Sharrie Wadsack for coffee.

Mother's Day Brunch Junipine Café May 11

Despite the wind, cold weather and hail (yes, hail), thirty-five brave car club members enjoyed a delicious breakfast with family and friends.



Can you find Rachel? And where is Larry?

MY FIRST CAR **by Vince Monaci**

My first car was a 1937 Plymouth, four-door sedan, costing \$300.00. I was 16 1/2 working at a gas station after school and made \$15.00 a week. I gave the seller a \$50.00 down payment with money that I had saved and promised to pay \$25.00 a month until the \$300.00 was paid in full. I paid him off in 10 months. I never bought insurance (not mandated) because it was an extra expense. Luckily, I never had an accident. I remember that it took me a month to sand down the paint job and I had it painted black, of course. It cost me \$60.00 to have it painted. I never raced the car because it was a straight six cylinder and it was my pride and joy. I knew that I could never compete with those Ford V8s. I owned it for two years and then sold it to purchase a 1936 Ford.

P.S. I only had one date with a girl in that Plymouth and did not know how to react on a date. We drove around all of Los Angeles until about 1:00 a.m. and then drove her home. Not even a kiss!! I never heard from her again. Funny, I still remember her name was Audrey.

P.P.S. We were kids and romancing a girl was not my first priority. It was CARS, CARS, CARS!!!!



Days Past: The Cactus Derby of 1914 - Part I

As the automobile was beginning to gain popularity in the early years of the 20th century, auto racing was evolving into a sport of national significance. In Arizona, the annual Los Angeles-to-Phoenix Road Race, otherwise known as the "Cactus Derby," was held each year from 1908 through 1914. The race gave manufacturers the opportunity to promote their automobiles and related products - everything from tires to magnetos. It also served to demonstrate the need for a good road between Los Angeles and Phoenix.

In all but the final year of its existence, the Cactus Derby was conducted over a 511-mile route that roughly tracked today's Interstate 10. In 1914, however, the organizers of the derby changed the course, adopting a northern route that extended the race by 132 miles and encompassed the communities of Needles, Calif., and Prescott.

On Nov. 9, 1914, at daybreak on a chilly, overcast Monday, 20 racers lined up in Los Angeles for the start of the Seventh Annual Cactus Derby. Drivers included well known road racers Ted Baudet, Bill Bramlett, Louis Chevrolet, Olin Davis, Cliff Durant, Louis Nikrent and Berna Eli "Barney" Oldfield, the "Grand Old Man" of auto racing. Drivers Nikrent and Davis were both previous winners of the Cactus Derby, Nikrent in 1909 and Davis in 1913.

Automobiles which would run the race included Alco, Buick, Cadillac, Chevrolet (2), Cole, de Dietrich, Ford, Kincaid Special, Kisselkar, Metz (2), Maxwell, Paige (2), Simplex, Stutz and Thomas. Most of the autos were stripped-down stock cars. It was a very rugged array of cars that lined up for the race.

Starting at 5:30 a.m., the drivers and their mechanics (mechanics) left Los Angeles on the 696-mile route at two-minute intervals after a pouring rainstorm. Initially, they stuck together, checking in at San Bernardino only seconds apart. But, it wasn't long until, according to a lengthy report published in the November 19, 1914, issue of Motor Age, "one by one the mechanical camels were conquered by the desert and mountain roads."

One of the first "machines" out was the Alco, driven by Bill Taylor, who skidded into a telephone pole. Many of the autos had trouble in the snowy El Cajon Pass, but, with the exception of the Alco and the Metz #11, which turned over in the snow, all remaining racers arrived at Victorville in a two-hour span. The storm cleared on the desert between Victorville and Barstow, but the new problem was mud.

Arriving in Barstow, the veteran Oldfield, with his mechanic George Hill, was in the lead in his big, white, wire-wheeled Stutz, but a youngster, Durant in the Chevrolet, was hot on his tail. Davis in the Simplex was running a close third. Motor Age described the leg from Barstow to Needles as follows: "Durant in the Chevrolet No. 2 and Barney (Oldfield) in the Stutz checked in and out of Barstow not a minute apart, and from that point on across the desert to Needles, one of the most spectacular road races ever witnessed took place between the veteran and the curly-headed youngster.

Two clouds of dust moved across the desert. Then there was a third. Four more cars were out once the race reached Needles, the first overnight night control: the de Dietrich, Ford, Kisselkar and the Thomas. The next morning the 15 racers crossed the Colorado River into Arizona on the Santa Fe Bridge 17 miles below Needles and headed for Kingman.

With the storm following behind them, a cold wind blowing in the faces of the drivers and the dust flying, all were anxious to make the best time possible before the storm caught up and turned the desert roads to mud. Speeds along this stretch exceeded 65 miles per hour. Coming into Kingman, Davis was in the lead with Beaudet, Oldfield and Durant close behind.

From Kingman, the route took the race north and east through Hackberry and Seligman, where the storm caught up with the racers. Leaving Seligman for Prescott, the drivers encountered rain, sleet, hail and snow, and, of course, more mud.

For more than 40 miles through the mountains, Oldfield led Nikrent and Davis as the eleven remaining racers headed for the 558-mile point at Prescott. According to Motor Age, the drivers said that the hail felt like rocks on their faces, and they were freezing, but they pressed on, making "fast time at that."

As Prescottonians lined Gurley Street in anticipation of the arrival of the Cactus Derby, all were wondering who would be in the lead: Davis, Durant, Nikrent or Oldfield? Or would it be someone else?

Avid racing fans line up along West Gurley Street anxiously awaiting a glimpse of the first racer into Prescott on Nov. 11, 1914.

Sharlot Hall Museum/Courtesy photo



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 Cousins' clubroom. 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 Jane Tusso 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: chathamjet@yahoo.com.

All Chevy Show

On May 17, several car club members participated in The 8th Annual All Chevy Show at Larry Green Chevrolet in Cottonwood. Those in attendance were Wayne and Nancy Andersen (1955 Chevy 210), David and Philip Briggs (1986 Chevy El Camino), Daryl and Gail Laws (1957 Chevy Bel Air), and Steve Blank (1964 Chevy Corvette). All proceeds from this event help fund the Verde Valley Vettes child's Christmas gift purchases for Yavapai Big Brothers, Big Sisters.



2014 EXECUTIVE BOARD

President	David Lombardi	928-203-9007
1st Vice President	Ed Pittman	928-204-1326
2nd Vice President/ Newsletter	Jane Tusso	928-282-0894
Treasurer/Membership	Sam Pietrofitta	928-282-3801
Secretary	Greg Zucco	928-204-5854
Historian/Tours/Events	Steve Blank	928-284-2112
Highway Cleanup	Luke Lukich	928-301-3795
Programs	Vince Monaci	928-282-6761
Ex-Officio Member	Larry Currie	928-204-9540

To My Darling Husband

Before you return from your overseas trip, I just want to let you know about the small accident I had with the pick up truck when I turned into the driveway. Fortunately not too bad and I really didn't get hurt, so please don't worry too much about me.

I was coming home from Bashas', and when I turned into the driveway I accidentally pushed down on the accelerator instead of the brake. The garage door is slightly bent but the pick up fortunately came to a halt when it bumped into your car.

I am really sorry but I know with your kind hearted personality you will forgive me. You know how much I love you and care for you my sweetheart. I cannot wait to hold you in my arms again.

Your loving wife,

Tracey

XOXO



Sedona Car Club
PO Box 748
Sedona, AZ 86339

No body tailgates me on I-17 since I put my "Tires by Firestone" sticker on the bumper.



Beetle Mania

This year marks the 65th anniversary of the Volkswagen Beetle's arrival in the U.S. While only two models sold in 1949, the 3rd generation Beetle sold more than 43,000 units in the U.S. alone in 2013.

Courtesy of Highroads Magazine, May/June 2014

VISIT US AT: WWW.SEDONACARCLUB.COM