



CHAPTER "99" NEWSLETTER ASC-CA-NORTH



Membership Meeting

When: Wednesday, March 20, 2013
Time: Dinner — 6:00 PM ... Program at 6:30 PM
Where: Lulu's Banquet Room
2230 Pine Street (Pine St. & Cypress Ave.)
Redding CA 96001
Program: Bishop Insurance
Topic: Health Care Reform
Speaker: Robert Bishop

Think About It

A man appears before the pearly gates.

"Have you ever done anything of particular merit?" St. Peter asks.

"Well, I can think of one thing," the man offers. "Once I came upon a gang of high-testosterone bikers who were threatening a young woman. I directed them to leave her alone, but they wouldn't listen. So I approached the largest and most heavily tattooed biker. I smacked him on the head, kicked his bike over, ripped out his nose ring and threw it on the ground, and told him, 'Leave her alone now or you'll answer to me.'"

St. Peter was impressed. "When did this happen?"

"A couple of minutes ago!!"

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- ~ He who laughs last thinks slowest!
 - ~ Is the problem ignorance or apathy? I don't know and I don't care.
 - ~ Give me ambiguity or give me something else.
 - ~ Always remember that you're unique, just like everyone else.
 - ~ Consciousness: That annoying time between naps.
 - ~ Okay, who put a "stop payment" on my reality check?
 - ~ All generalizations are false.
 - ~ Change is inevitable, except from a vending machine.

RERUN—

For a few months back in 2002, Roger furnished some interesting stories...

LOOKOUT GARAGE



BY...ROGER VINES

Where the H*!! is Lookout? That's what I said too when my parents told me we were moving to Lookout. I was fifteen and had just finished my first year of high school here in Redding. The town where I grew up; the town where all of my friends were. Moving to "Lookout" was not how I had pictured my future.

After all I was just about old enough to drive and I was ready to launch my automotive career. As soon as I got my drivers license I was going to put my application in at every new car dealership in town. I had my sights set on a particular job and I was determined that through perseverance I was going to get it. I wanted to sweep the floors in a dealership service department. I knew that I couldn't get hired as a mechanic's helper, but I just wanted to get my foot in the door. You know, be near the cars, the mechanics, the tools, and smell the grease....

I found out that Lookout is located in a remote corner of Big Valley which is located in a remote corner of Northern California. I also found out that my new high school was a little smaller than Nova High School had been. Big Valley High boasted 100 students, 800 fewer than Nova. The final blow though was that my new high school didn't even have an auto shop. My life could not have been worse.

After a few months a ray of sunshine finally appeared in the form of a Shasta College extension course in auto mechanics. The class was taught by a local auto mechanic named Bob Swarm who owned the garage in Lookout. I loved my new class and seemed to have all the answers to the instructor's questions. One evening Bob asked me if I could stay after class. Being impressed that I knew so much about auto mechanics Bob offered me a job at his garage. I was ecstatic! My life finally had meaning again. I worked after school, weekends, holidays, and summer vacations. I pumped gas, changed tires, and performed every type of auto repair from tune up to complete engine overhaul on everything from cars and trucks to tractors and airplanes. And yes, I even got to sweep the shop.

My high school years were still somewhat disappointing. Paul Simon said it best in the song *Kodachrome*: "When I look back at all the crap I learned in high school, it's a wonder I can think at all." I did learn a lot at Lookout Garage though and developed a deep love for this old country shop. The garage business lessons and life lessons have had a profound effect on my entire life. These lessons learned and stories of my coming of age will be the subject matter of "Lookout Garage."

ATTENTION!

Dale Drinnin broke his leg and will be out of service for 6-8 weeks. We were planning to send him to Legislative Day in Sacramento on the 16th. If anyone was every interested..... we are looking for a volunteer.

Also....DUES ARE DUE ...2nd quarter billing is coming soon!

WHAT DO YOU THINK?

March 11, 2013 2:00 PM

"Sure-footed all-wheel-drive handling." That's the kind of lingo you're likely to hear in car ads and marketing material, and it has prompted me to shout at televisions, print ads, and the occasional car-company rep: All-wheel drive doesn't help handling!

It's disingenuous to say or infer that AWD enhances cornering prowess, or that it'll help a driver avoid a fallen tree or dodge Bambi. When it comes to handling, all-wheel drive is overrated (not to mention heavy and gas-sucking), especially in foul weather.

"I'd rather have a Camry on four new snow tires than the best all-wheel-drive vehicle on all-season tires," said one tester who requested anonymity.

Before you start flaming, I'm not anti-AWD. Rather, I'm just incensed by those who fudge its ability beyond all recognition. AWD is great at aiding accelerating on slick surfaces and keeping a vehicle moving on snowy roads. Rally racers like AWD because it helps their over-powered cars accelerate on gravel and dirt paths. I co-drove an AWD car to victory in a 24-hour race, and in the rain I enjoyed how the car accelerated off the corners.

However, my experience—hard-earned from wrecking more than one AWD vehicle during snow-handling tests for a tire company—is that AWD is counter-productive when the roads are slick. At the same time AWD doesn't improve your handling, it does offer an overly optimistic sense of available traction, and it provides the potential to be going so much faster when you need to stop. (Note to those from warm climes: Snowbanks are not puffy and cushiony.) The laws of physics mean a vehicle's cornering power is the job of the tires and suspension.

"In the snow, it is all about the tires," says automotive engineer Neil Hannemann, whose resume includes helping to develop the original Dodge Viper, creating a proof-of-concept vehicle for the original all-wheel-drive Chrysler minivan, and driving ice racers on frozen lakes. Having power to four wheels rather than two *sounds* like it would help the car handle, which is why you see those ads that infuriate me. But good tires beat AWD.

Some disagree, saying AWD helps bad-weather handling because it quells power on oversteer, the fish-tailing rear-drive cars experience when a ham-footed driver is too rough on the accelerator. It is true that AWD is excellent at preventing the tail from stepping out under power. But this is not "improving handling." It's really aiding acceleration.

And it's true that some advanced AWD systems now on the market help the car turn a little bit if the driver is assertively pushing the accelerator; they do it by dragging the inside wheel and diverting more force to the outside wheel. But my experience, and that of the test drivers I consulted, found little more than a small benefit. Once the tires' grip limit is reached, no more can be created. (For nitpickers and engineers: Yes, more aerodynamic downforce will increase grip, but I'm talking about road-going vehicles at highway-legal speeds, where that kind of performance edge isn't really applicable.)

There are more advanced AWD systems on the horizon. These torque-vectoring differentials are advanced versions of the current systems that cause one or more tires to turn faster or slower. The goal of these systems is to harness the grip all four tires have to offer.

Even so, we're talking about minor improvements. If you're looking for the peace of mind in knowing that you'll be able to get home if an unexpected snowstorm hits, AWD may be a good choice for you. However, if you think that AWD will help your car better grip slippery corners or dodge an indecisive squirrel, you're sadly mistaken. A good set of snow tires is a better investment if you live where it snows frequently or if the highway department is poor at plowing roads.

"All the best [AWD systems and electronic-stability control] will still get beat by a good set of snow tires," Hannemann says.

Thanks Guys...

Rob Pitari—All Wheel Alignment — is our new Chapter 99 Treasurer
Joel Gooch has joined the Chapter 99 Board of Directors d

CODE of ETHICS

1. To promote good will between the motorist and the industry.
2. To have a sense of personal obligation to each individual customer.
3. To perform high quality repair service at a fair and just price.
4. To employ the best skilled personnel obtainable.
5. To use only proven merchandise of high quality distributed by reputable firms.
6. To itemize all parts and adjustments in the price charged for service rendered.
7. To retain all parts replaced for customer inspection, if so requested.
8. To uphold the high standards of our profession and always seek to correct any and all abuses within the automotive industry.
9. To uphold the integrity of all members.
10. To refrain from advertisement which is false or misleading or likely to confuse or deceive the customer.

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