



Monthly Car Club Newsletter

The Chrome Zone

Rock Hill Cruisers – “June - 2015” Newsletter

Our Rock Hill Cruisers Car Club Exists

Because our efforts are aimed at preserving the Classic Car vehicle heritage, ensuring a supportive political environment, and **promoting the numerous positive social and economic attributes of the community.**

Hal & Sylvia

Point of Information:

The Rock Hill Cruisers offers a **National Street Rod Association (NSRA) 23 point safety inspection** at any of our Classic Car Events. We also have the ability to accomplish this inspection at your shop or home. **Just check in with any of our NSRA South Carolina Safety Team Inspectors. Glenn Hill, Terry White, Chris South, Bobby LaMantia, John Long or Hal Kennedy.**

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Welcome Our **Newest Members** to Our Rock Hill Cruiser Car Club Family:

Jack and Sharon Mobley, Rock Hill, SC (2005 Ford Mustang GT350)

Lee Ohls, Rock Hill, SC (1988 Iroc Z Convertible)



Noteworthy Issues:

Our member Glenn Hill as mentioned in our May Newsletter went into surgery for a triple bypass open heart surgery. His surgery was some six plus hours long, they accomplished a quadruple bypass when they noted another blockage. Glenn is doing amazingly well, Normal ICU recovery is 48 to 72 hours, Glenn was in a normal patient room in less then 24 hours in ICU. He starts rehab this week and may drive as early as this Thursday, July 2, 2015. The power of prayer works. Go Glenn –

Our member Richard Jenkins (Papa “J”) in the middle of a bout with Myloid Leukemia, He is doing well, we just sent an update out this past week. Let’s remember these folks and keep them in our thoughts and Prayers - and Thank you all -

Hal & Sylvia

We are authoring and maintaining a list of Ethanol Free (Clean Gas) Locations

Received From Our RHC Members

1. BP station next to Chick-Fil-A, across from Baxter Village on Route 160, Fort Mill, SC.
2. Marathon station on Springdale Road, behind Lowes, Rock Hill, SC
3. The new Quik Trip (QT) gas station on 521 87 octane ethanol-free gas, Indian Land, S
4. Butch Workman’s Gas Station, 314 Saluda St & Johnson Ave, Rock Hill, SC.
5. The ESSO Station across the street from the Flying “J” Truck Stop on Route 901.

Highlights of this Newsletter: In order of presentation –

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Ledo's Pizza, Pasta & Pub Cruise-In June 2, 2015



Manager's Choice – Charlie Pierce – 1972 Pontiac Ventura



Guests Choice – John Pittman – 1977 Ford Pinto Cruising Wagon

Repairs, Mistakes & Blunders:

I have a 2004 Honda Civic Hybrid with about 100K miles that I recently bought for my daughter. A critical service item on these cars is the CVT Transmission fluid, so being a good dad, I decided to change the fluid before my daughter put many miles on the car.

As part of changing the fluid, I removed the battery and air filter box to make it easier to access the fill tube. While this was all out of the way, I realized that the EGR manifold also could be cleaned. I had done this before on a similar car and it was an easy job. Just pull a metal plate and clean out the carbon. Unfortunately, after putting it all back together and changing the fluid, the car wouldn't start (no crank). It was such a mystery to me why changing the tranny fluid would cause a no crank condition.

When I tried to start it, the tach and speedo needle jumped around, and the dome light would blink out a strange "1-3" code over and over. After suspecting everything from the shift position switch, to the engine and hybrid ECU, to the immobilizer system, I finally got the factory manual and started going through the diagnostic trees. An "odd" voltage of 2 volts on the neutral position switch when it should have been "0" got me on the right track. When I had taken apart the EGR manifold, I forgot to tighten a bolt that held the ground wire to the entire engine/ECU. The engine and ECU were getting their ground through the instrument panel (and not a good one at that).

I tightened the blankety-blanking ground lug, and it started up like new. Lesson learned: always retrace your steps when a repair gives you an unexpected response. And don't underestimate the importance of all those ground lugs in odd places.

Temple Baptist Church Car & Truck Show – June 6, 2015



Pastor's Wally Buchanan's Choice "Best-In-Show"



Pastor Wally Buchanan's Mercury "Lead Sled"



All Proceeds Going To Temple Baptist Church's Mission Trip 2015

Resurrecting An Ancient Air Conditioning System.

My brother started out his engineering career working for GM. That made him sentimental about old rear-wheel-drive GM cars. He bought a 1979 Oldsmobile Delta 88 this summer.

An elderly lady owned the Olds, but she did not even drive it to church on Sundays. After her husband passed away, the car just sat in the garage for twenty years. The blue velour upholstery is still plush. Even the car's vinyl top is in great shape. The only major problem was a broken air conditioner.

The drive belt slipped and smoked when the A/C clutch engaged. The A/C compressor (GM's R4 design) had seized up and the system would not hold pressure. The previous owner's records made no mention of the A/C. We did not know if the system had recently lost its refrigerant and lubrication or if it had been nonfunctioning for thirty years.

Tackling an antique A/C system can seem daunting. What if the system is riddled with leaks? Why not just wait for cooler weather to return in the fall? My brother pushed aside the misgivings. It would be embarrassing for an auto parts retailer to be afraid of a repair that his customers tackle routinely.

Installing and charging up an A/C system is too big of a job for our do-it-yourselfer skills and tools. We needed professionals. After getting an A/C Compressor and Component Kit from RockAuto, we took it to a shop. The shop provided the refrigerant and lube oil.



compressor & accumulator circled

The shop owner recommended switching the A/C system from R-12 to the newer R-134a refrigerant. Production of new R-12 was banned around 1994. Filling up the empty A/C system

with R-12 would have cost more than the new compressor and all the other parts in the A/C kit! Many shops no longer keep R-12 on hand because demand for it is infrequent and a 30 lb. canister of it can cost thousands of dollars. A major difference between R-12 and R-134a is the oil used to lubricate the compressor. There was no R-12 left in our system and we were starting with a new compressor. It made sense to start off using R-134a and its lubricant (PAG A/C oil).

I picked up the car from the shop for my brother. I showered the mechanic with praise for resurrecting the ancient A/C system. He humbly indicated it was just like any other day's work. The compressor is the only piece of the system with moving parts. The new compressor and other pieces of the kit (accumulator, orifice tube) meant the system is now more new than antique. It was about 90 degrees (32 C) that day. The cold air and velour seats felt mighty nice!

Little Café Restaurant Cruise-In, June 11, 2015



Guest's Choice – Scott Poole – 1964 Pontiac Star Chief

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Manager's Choice – John Long – 1934 Ford Three Window Coupe



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ONE LAP OF AMERICA

By: Benjamin Preston

By the time you hit the fifth day in the [Tire Rack One Lap of America](#), cars, faces and events begin to blur together. But that's the way it's supposed to be. One Lap is an epic haul; hundreds of miles of driving for seven days straight. It's the spiritual descendant of the Cannonball Run, and glory comes to those who can persevere mentally, physically and mechanically.

That's about where I was earlier this month as a friend and I hit the final stretch of One Lap his 1980 Porsche 911 SC on a 3,000-mile loop through Middle America. We rose early each of the event's seven days, spent several hours at whichever track was on the schedule, then drove anywhere from 250 to 650 miles to the next stop, usually along with one or two other cars. By the end, we were like what I imagined World War II bomber pilots had been toward the end of long missions – small talk is not necessary; speak only when it matters.

But I'm getting ahead of myself, for although everyone should know what the Cannonball Run is – or was – not everyone does.

Back in the '70s, when the 55-mile-per-hour speed limit was the scourge of highway travelers, a group of rebellious motorsports enthusiasts sort of took the law into their own hands. Led by Brock Yates, a racing journalist, they decided to prove a point by breaking the New York-to-Los Angeles speed record, which had not been done since Erwin George "Cannon Ball" Baker did it in 53 hours and 30 minutes, in 1933. Yates and his acolytes wished to proselytize the public to their way of thinking: fast driving and safety were not mutually exclusive, so long as the driver was skilled. So the Cannonball Baker Sea-To-Shining-Sea Memorial Trophy Dash was born.

Yates, his son, Brock Yates Jr., and two others made the first crossing in a 1971 Dodge Custom Sportsman van – [Moon Trash II](#) – in 1971, setting the new New York City-to-L.A. record of 40 hours and 51 minutes.

"I was a 14-year-old kid and I got invited on the trip of a lifetime," Brock Yates Jr. said between One Lap track events. "Back then, the roads were practically empty compared with today; no one was driving at night and no one gave a shit."

Informal races followed the quartet's pioneering mission – one in 1971, and three others, in 1972, 1975 and 1979.

"The idea was that the better driver you were, the faster you could drive," the younger Yates said.

The informal race was run in an odd assortment of vehicles by the denizens of an automotive counterculture. Over the years, the armada included Moon Trash II, a collection of fancy European sports cars, hopped-up muscle cars and trucks, a Travco motorhome and even a tiny Honda 600. In the 1979 Cannonball, Dave Heinz and Dave Yarborough set a new, 32-hour, 51-minute record in a Jaguar XJS (although that [record has since been broken](#)).

Brock junior didn't delve into any details on the use of mind-bending substances, but popular lore is [rife with tales of Cannonballers](#) making the long trip with the aid of booze, pills and whatever else it took to get the job done.

By the end of the decade, the Cannonball Run had entered public consciousness, and also the gaze of so many vigilant law enforcement officials around the country. Some truckers had become resentful of groups of cars flying past at triple-digit speeds. Brock Junior recalled that people with insane cars who may or may not have been skilled at handling them began expressing interest in doing a Cannonball. His father saw the writing on the wall. Cannonballers had managed to race across the country multiple times without hurting anyone, but like many good things, the Cannonball, it seemed, was finished.

The elder Yates, not to be stopped by obsolescence, molded the Cannonball's anything-goes spirit into something more appropriate (not to mention safer) for the convention-bound 1980s: One Lap of America. The format has changed a few times since its first running, in 1984, as has its distance. The first year, participants began in Darien, Conn., drove to Seattle, San Diego, Miami and back to Darien, completing a course that was nearly 10,000 miles long.

"The problem with that setup was that there was nothing to do but drive endlessly," Brock Junior said. "So over the years, we added things like autocross, time-speed-distance stages and regularity runs, where you run the same stretch of highway twice and try to do it in the same amount of time."

But even that, he said, left participants wanting for more excitement. So in 1989, One Lap's organizers talked the Sports Car Club of America into allowing them to drive a short section of the track at Hallet Motor Racing Circuit, in Jennings, Okla. Gradually, year by year, the hot driving permission increased to a full lap, then two. Today, it stands at three hot laps, and participants visit a variety of tracks throughout the weeklong event.

"By '94, everyone was tired of TSDs, so we changed it all to racetrack stuff," Yates said. "Since then, we've been to over 100 racetracks."

In terms of overall distance, One Lap has settled into a more or less consistent 3,000-4,000-mile groove over the last decade, always with a stop at the Tire Rack (the event's main sponsor) headquarters in South Bend, Ind.

Brock Yates, who is suffering from Alzheimer's, no longer shows up at the events. So his son does all the organizing and emceeing in his stead.

I'm usually dimly aware that One Lap is happening every May, and for some time, have had an inclination to participate. But I'd never pulled the trigger. Finishing the event – never mind winning it – requires not only stamina behind the wheel and a partner you feel comfortable with in close quarters for days on end, but a car that can endure punishment at nearly a dozen track events, as well as the transits between tracks, which are usually hundreds of miles apart. Preparing such a car, and taking a week off of work, can cost plenty.

This year, dim awareness snapped into bright realization when my friend Theodore Goneos asked me – several days before One Lap was to begin – to help him drive transits in an air-cooled 911. What was I going to do, say no?

I arrived to find an interesting assemblage of cars and people. The first car I saw was Mike Hickman's 1981 Chevrolet Camaro, which he's been running in One Lap for 25 years, making various improvements each time. The first year he participated, he had been working for a parts manufacturer, using the car as a parts test mule, and he saw an ad in *Car and Driver* for One Lap.

"I told management that we could put the names of all the different parts companies on the car and they could write it off as advertising," Hickman said. "I didn't think they'd go for it, but they did."

After a few years of that, he bought the car from his employer and kept running it in One Lap every year. So far, he's put about 140,000 One Lap miles on it, and plans to "freshen up" the car's fuel injected 383-cubic-inch stroker engine over the winter to get it ready for more.

There were a few other Camaros and Corvettes, too, as well as a trio of Nissan GT-Rs, an Ariel Atom that looked as if it had been pulled from an Apollo moon mission, and a Ford Crown Victoria towing a utility trailer made from the hood and trunk sections from another Crown Vic. Perhaps most compelling, if only because of its nostalgic value, was the 1977 Ford Country Squire station wagon driven by Kent McKay and his three sons, Eric, Justin and Michael. It was clad in a lovely shade of

'70s puke green, and the Mckay clan had decorated the otherwise bone stock behemoth with a dogless leash hanging from the rear bumper and Nebraska tags that read "GRISWOLD."

Other than the relentless pace of One Lap, the event runs pretty smoothly. Tracks are more or less predictable, and as long as no one flouts posted speed limits too badly or too often, getting thrown in jail for reckless driving isn't really a risk ([unless you're in Virginia](#)).

That wasn't always the case. Brock Junior said that One Lap's association with the Cannonball Run did not escape the notice of law enforcement agencies, and he recalled one of the first years, when the Ohio state police dispatched a helicopter to track down any One Lap-stickered car driving in excess of the speed limit. Something similar happened in 1990, when One Lappers encountered a police welcoming committee in Salt Lake City.

"You would have thought we were the anti-Christ with the number of cops they had there," he said. "It's all different now. I even send out notifications to let them know we're coming, and no one really has problems."

What makes the current iteration of One Lap challenging are the unpredictable factors. Among other things, weather can turn black and mechanical things can break. For example, somewhere between Denver and Pueblo, rain – which doesn't fall too often in Colorado – began coming down by the bucketful this year. A tornado was reported in Oklahoma a few days later, and some One Lappers reported seeing 12-inch-deep standing water and chunks of trailer park on the roadway in its wake.

The little Porsche, a very capable machine by all rights, had its problems, too. Somewhere in Texas, we smelled something burning, then heard a very loud pop. I thought for sure the engine had failed, but when we looked behind us, the rear windshield was all spidered with cracks. It had exploded. Some electrical problem with the rear defogger, perhaps? Who knows. (Luckily, even the hardest showers don't come in when you're driving faster than about 30 miles per hour, and loading and unloading the car at the track was a breeze until we installed some plexiglass procured from a Home Depot.) Later, the passenger-side window fell off its track – during a rainstorm, naturally. And later still, when a week's worth of track driving had worn year-old performance tires down to what were effectively slicks, it was impossible to drive faster than about 45 mph during the frequent and sudden downpours that plagued us almost all the way back to New York.

I'd never driven an air-cooled 911 before, and while I've never been a huge fan of their styling (I think they look kind of like cartoon frogs), spending time behind the wheel of one gave me the opportunity to "get it" (although I still didn't know what to say to the little gaggles of drooling Porsche pilgrims who

seemed to gravitate toward the car at every fuel stop). To be fair, the Porsche faithful were often part of small throngs of people who came to see why they kept seeing groups of sticker-festooned sports cars (and the Griswold family truckster) on the highway. An Ultima GTR – a Le Mans-worthy supercar – towing a small trailer through rush hour traffic in Tulsa is an uncommon sight for most people.

One Lappers tend to end up at a lot of the same filling stations throughout the week, so amid the long stretches of driving, there are brief, festive interludes. The mashup of track and highway bingeing and mini cruise nights at filling stations and motels all over the country creates a unique atmosphere. It's not exactly a road trip – there's not enough time to see anything, and the hotels are usually in strip malls that could be anywhere in suburban America. But each track has its own culture, and One Lap creates camaraderie among participants, keeping many of the same people coming back year after year.

Don Kahn, who drove the Crown Vic but also had an Ultima GTR and a Subaru in the race, has done 11 One Laps. Goneos has run it since 2004; he started in a 1978 Pontiac Trans Am, and transitioned to the Porsche later. Robert Dubler, a Swiss chocolate maker with long gray hair and flowing, '70s rockstar sideburns, has been running One Lap for years, most recently with a pack of retro Chevy HHRs. Souped up Corvettes do well (as long as the drivers know what they're doing) and Nissan GT-Rs tend to win, but there are enough classes for a wide variety of people to get a pat on the back. Jenna Wagner and Victor Bell, for example, won the alternative vehicle category in a turbodiesel Volkswagen Jetta.

It doesn't matter what you're driving – a Porsche or the Griswold family truckster," Yates said. "Everyone has fun."

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HarborChase Assisted Living June 20, 2015



Director's Choice – Bo Lemon – 1953 Vitira



Staff's Choice – Bruce Adkin's – 2011 Dodge Charger



Resident's Choice – Ed Huffstetler – 1957 Chevy Bel Air



Best Truck-In-Show – Bob LaMantia – 1953 Chevy Pickup



Best Car-In-Show – Mike Workman – 1969 Chevy Camaro



Great Host - Great Fellowship – Great Time for Resident's

Members to be recognized:

Brice Gaston – Brice has managed to find and take the time to keep our Car Club Website right up to date. Visit our / your web site, it is RIGHT up to date, **always**, Thank you Brice for all you do.

Bob LaMantia – For his Tireless assistance at all our events. Thank You Bobby.

Alan Marine – For the GREAT job Alan does with the broadcast and MC announcing that Alan Does at our events. Thanks Alan for the great job.

And

Our newest members

Primarily for joining our Car Club Family, we will all do that we can to deserve your trust and confidence. Let us know if you feel you would like to assist the club in any way – Thank You.

Our Car Club Sponsors: As a Car Club, we ask that we “all” support the following folks; **they do a lot for us, Lets help support them and their businesses.**

Autohaus II Custom Body & Paint Shop of Rock Hill, SC

Charanda Mexican Grill & Cantina of Rock Hill, SC

Cruise Control ExtremeTV of Matthews, NC

Rock Hill Collision Center, Rock Hill, SC

Pep Boy’s Auto of Rock Hill, SC

Koss Motorsports of Lancaster, SC

The Palmetto Design Company of Rock Hill, SC

The Angel Insurance Agency of Rock Hill, SC

Reliable Transmission of Rock Hill, SC

Steele Rubber Products, Denver, NC

All About Ink Promotions, York, SC

Hagerty Collector Car Insurance

Carotron Electronics, Heath Springs, SC

Burns Cadillac Chevrolet, Rock Hill, SC

Stoney Lonesome Customs

Coca-Cola Bottling Company

A-Tech Automotive

American Eagle Wheels Corporation

Temple Baptist Church

Mark’s Specialty Coatings, Rock Hill, SC

Southern Furniture Direct

TRT Trailers of Lincolnton, NC

Ledo’s Pizza, Pasta and Pub

DCs Automotive, Inc.

We want to thank each and every one of you for what you do for our car club family. It is truly just "FUN" being involved with each of you, hard work, frustrating at times but at the end of the day, just plain fun for us all. Let's look for our new members at our upcoming car club events, introduce yourselves and get acquainted.



Automotive Trivia



What is an "Interference Engine?"

- A. The pistons are divided up evenly on opposite sides of the crankshaft. Also called a flat or pancake engine.
- B. Combustion is initiated by compression rather than spark plugs.
- C. Internal engine parts like pistons and valves will be damaged if the timing belt breaks or slips while the engine is running.

Answer Below



Automotive Trivia Answer



What is an "Interference Engine?"

A. The pistons are divided up evenly on opposite sides of the crankshaft. Also called a flat or pancake engine.

B. Combustion is initiated by compression rather than spark plugs.

Answer: C. Internal engine parts like pistons and valves will be damaged if the timing belt breaks or slips while the engine is running. (Look under the "Engine" category in the RockAuto catalog to see if an engine has a timing belt or timing chain. "Interference Engine" will be in the timing belt product descriptions if applicable.)

Our Thoughts & Prayers are with our Troops both foreign and domestic based. We thank both them and their families for their sacrifices, May our good Lord watch over and protect them.

Hal & Sylvia

The End