



January 2009

Sun Mon Tue Wed Thu Fri Sat

STOP

**ALL EMPLOYEES ARE
REQUIRED TO WORK ONE SHIFT ON BLACKOUT DAYS!!**

				1	2 Glendale Grid Iron	3 Glendale Grid Iron
4	5	6	7	8	9 Smother Bros.	10 Universal Cheer SuperCross Barrett Jackson
11	12	13	14	15 John Legend	16	17 Music of Zeppelin Glitter & Glow
			Barrett Jackson			
18 PF Chang's Rock-n- Roll Marathon Barrett Jackson	19	20	21	22	23	24 VOS Cheer Monster Trucks
25 Willie Nelson	26	27	28	29	30	31

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Anniversaries

Kevin Walz	1/15	5 years
Joe Hunch	1/22	4 years
Keith Smolik	1/7	3 years
Wade Svec	1/6	2 years
Pat Jefferson	1/20	2 years
“Butch” Spicer	1/27	2 years
Vivian Rabun	1/27	2 years
Seth Klinger	1/17	1 year
Robert Plummer	1/26	1 year
Brian Larson	1/26	1 year
Philip Shoemaker	1/26	1 year
Molly Herz-Heil	1/26	1 year

Notes on Upcoming Events:



Supercross, 1/10, Chase Field:

Parking, parking, parking. Make sure you give yourself plenty of time to find parking. Be sure to have some cash with you to pay for parking. We will reimburse you up to \$5 for parking downtown Phoenix if you bring us the receipt. Carpool if possible. I usually park in the garage under Veterans Park between Washington and Jefferson North/South and Central and First St. East/West.



PF Chang's Rock-n-roll Marathon, 1/18, Tempe Beach Park (+):

The Rock and roll marathon is a pretty cool event to be a part of. The full marathon course is 26.2 miles through Phoenix and Tempe. The half marathon is a 13.1 mile trip. Streets are going to be closed and redirected. Be prepared for traffic, detours, and road rage. One year it took me 90 minutes to get from 24th St. and Camelback to 44th St. and Thomas. Again...the daytime isn't too bad, but the night will get cold quickly, so dress accordingly.

Birthdays

Chris Faulkner	1/17
Don Glazier	1/5
Jesus Gurrola	1/9
Garrett Blackwell	1/21
Jason Dehart	1/18
Doug Resh	1/21
Cory Gloden	1/26
Scott Root	1/19
Kenneth Kroll	1/14
Andres Uribe	1/21
Isaac Gallegos	1/1
Ezra Rick	1/12
Keith Cline	1/24



THE WORLD'S GREATEST COLLECTOR CAR EVENTS™

Barrett Jackson, 1/10 thru 1/18, Westworld:

Westworld can be tricky to find, and once onsite finding dispatch can be a challenge, so be sure to allot enough time for traffic and getting lost. Be prepared for long days and longer nights. Dress warm, 99.9% of all positions will be outside. The days are generally temperate, but the nights can be down right cold. The wind blows across the wide open fields and chills to the bone. Bring water and/or a thermos of coffee. Food and drinks can be expensive so you might consider bringing a lunch/dinner. The event is a lot of fun if you enjoy classic and custom cars, but remember that we are there to do a job.



Monster Jam, 1/24, Chase Field:

Like Monster Trucks? This is the place to be. Again, parking, parking, parking.....Just like Supercross you will need to give yourself plenty time and patience. This is a big call and can be a long day, but it is a lot of fun to work.

Richard "Taz" Zahn

TAZ TOOLBOX

Somebody once said auto racing began when the second car was built.

For more than 100 years, competition has driven both technology and sales in the car business. There is an old saying in the industry, "race on Sunday, sell on Monday."

Two types of motorsports play especially large roles in muscle car history. One is stock-car racing, which began coming together once some "good ol' boys" formed the National Association for Stock Car Auto Racing in 1947.

Inspired by the souped-up cars of Southern moonshine runners and their skill at escaping the law, NASCAR began staging races on dirt tracks and beach courses. These events drew many people and soon developed into a thriving business. Other stock-car races started to form.

Drag racing was attracting its own fans. The drivers and the shade tree mechanics of this informal and illegal racing soon put together their own organization in 1951 in Southern California, the National Hot Rod Association turning old Model T and Model A Fords into fast, competitive street cars.

Hot Rod magazine was published and soon to follow were Motor Trend and many others

Speed and power continued to grow and soon gave birth to what many regard as the first muscle machine in 1949, the Oldsmobile Rocket 88. It had a lighter body and the engine was america's first high-compression overhead-valve V-8.

The competition and a horsepower race was on. By 1955, most every U.S. name-plate offered light, efficient V-8s.

One was Chrysler's Hemi in 1951 which is named for the half-sphere or hemispherical shape of its combustion chambers. Also, the 1955 Chevrolet small-block V-8, a design that is still in production today.

Bigger meant better in the 1950s, Detroit cars put on pounds and inches most every year, requiring ever-larger engines just to maintain existing levels of acceleration. But many buyers were still willing to spend extra on speed, and auto-makers responded with all kinds of performance-enhancing heavy-duty parts and power-boosting options.

Dodge offered the "D-500" engines for every model in its 1956 line, including the lightest low-line two-door sedan -- the racers' choice.

Chrysler continued to lead the way with its 1955 C-300, an inspired blend of Hemi power and luxury-car trappings that became the new star of NASCAR. With 300 horsepower, it was america's most powerful car.

In 1957, Chevrolet offered buyers vehicles with fuel injection, Ford and Studebaker offered superchargers. Pontiac offered both fuel injection and "Tri-Power" (three two-barrel carburetors). Hudson was in trouble and had to do something. They were limited to large 6-cylinder engines through 1954 however soon thereafter, won NASCAR with "Twin-H Power" dual carbs and manifolds, plus a hot "7-X" racing mill.

All this muscle flexing stopped in early 1957. Detroit's carmakers, through their Automobile Manufacturers Association, agreed to ban factory-sponsored racing and performance-oriented advertising.

This was due directly to pressure from a vocal safety lobby.

Engineers kept working on even hotter engines and other under-the-table racing support, expecting that high performance would soon be politically correct again.

Automotive high performance came out of hiding in 1960, signaling the dawn of the classic age of muscle cars. V-8s had been built better than in past years, so big-blocks became the engine to have. Chrysler Corporation had a fleet of V-8s with wedge-shaped combustion chambers with up to 413 cubic inch displacement which produced over 400 horse power through the "Cross Ram Induction." Hemis were on hold as they were very expensive to build.

Ford had its sturdy FE-Series V-8 to 390 cid for 1961, then to 406. Chevrolet, turned its 348 into a 409. Pontiac, continued to struggle however in the late '50s, issued a "Super Duty" 421 for favored drag racers. And all over Detroit, parts catalogs bulged with parts to make your car go faster.

Chevrolet added Super Sport Impalas with bucket seats, floor shift, tachometer, beefed-up suspension, and special trim. The 409 V-8 was sold separately. The '61 Chevys introduced a new rear roofline. Ford had the same idea for its new 1960 Galaxie Starliner hardtop.

Competition to develop cars for the race track continued to heat up. The fun had only just begun.

In 1960 Detroit introduced small economy compacts to supplement traditional full-size "standard" models. Many buyers preferred some-

thing in between, so the midsize car was a logical next step.

Ford had a better idea with its new-for-'62 Fairlane and Mercury Meteor intermediates. They were equipped with a high-tech small-block V-8 (in 221- and 260-cid sizes) that would soon become a performance mill. Dodge and Plymouth also offered intermediates for 1962, but unlike Ford and Chevrolet, dropped their big cars.

The result for Dodge and Plymouth was a sales disaster but an exciting new kind of performance car: much trimmer and lighter, and available with big-car power. These smaller Dodges and Plymouths were the cars to beat in NHRA's new Super/Stock class.

They remained so in 1963, when the Dodge Ramcharger Super Stock wedges went to 426 cid, good for up to 425 horse power, and much more in the hands of expert tuners. Wedge 426s set eight NHRA records right out of the box, and *Hot Rod* clocked a scorching 12.69-second quarter-mile in a Super Stock Plymouth with automatic and a tight axle ratio.

Pushing through the sixties became a challenge of itself. Competition was at an all time high and manufacturers were careful who they talked to and who they shared information with. The Corvette and the GTO hit the scene along with the Super Bee and the Torino Cobra. The Camero and Mustang followed suit with precision engineering to dominant sales. The Cuda continued to make enemies on the track.

It wasn't until the 70's that muscle cars started to decrease in production. The emission standards were continuing to be tightened and automakers had to

re-think production lines and halt the completion of the big blocks. Fuel prices rose, the supply on muscle cars were limited and more racing rules were put into effect.

The new standards of emission regulations were implemented and the new muscle cars were put into production. Tighter shifting, better cornering and even better gas mileage, has pushed into the age of owning a muscle car of today.

Even though some of the looks from the sixties are back, the cars of today will never replace the cars of then.

ALWAYS REMEMBER

Taz

TAZ THOUGHTS:

"Opportunity is missed by most people because it is dressed in overalls and looks like work." Thomas A. Edison

Ashleigh Gaylord

This month I am writing about the assembly line and mass production of cars. It revolutionized our ability to produce a certain number of cars in a certain time frame and is the reason why we have so many cars to choose from today. In reading about the history of the modern day car, I would have to say one of the first important steps towards mass production would have to be the first standardized car, that was made in 1894. It was the Benz Velo, made by a French manufacturer, and in 1895 they were able to manufacture one hundred and thirty four identical cars. I feel this is an important step, because if they kept making each car "unique" it would take a lot more time, and it's not possible for an assembly line to make each car original.

The next important step was mass production by hand. The first car that was mass produced in the US was the Curved Dash Oldsmobile, in 1901. Olds invented the basic concept of an assembly line in Detroit. One important goal of the assembly line was reduce the cost for cars. The lower the cost, the more people that will be able to buy the cars, and if there were mass-produced they could keep selling more and more cars. This, in turn, would allow more people to drive and expand our abilities to travel. In 1901, 425 of these Oldsmobile cars were produced and they were American's lead auto manufacturer from 1901 to 1904.

Then came Ford. Ford invented an improved assembly line and installed the first conveyor belt type of assembly line around 1913 in his car factory, which was located in Ford's Highland Park in Michigan. The assembly line lowered production costs for cars because assembly time was now quicker. The Model T, for which Ford is most famous for, was able to be assembled in ninety-three minutes. It was introduced in 1908 through the Ford Motor Company and was a complete success. There was a motto about the Model T that goes something like, "You may have any color you like so long as it's black" because they only produced one color. Could you imagine not being able to pick what color car you want? It seems like such a given these days. It's amazing to think how far we've come! After the Model T was invented, the moving assembly lines were installed and Ford became the WORLD'S biggest car manufacturer. By 1927 there were 15 million Model T's made.



So with this short history on mass production and the assembly line, it just amazes me that it's something we take for granted. Just think if you had to go everywhere with a horse-drawn carriage! I moved from GA to AZ and it took me about 3 days. I can't even IMAGINE if I was back in the old days! Thank you FORD that you were able to mass produce cars and lower costs to a more affordable level for consumers. I mean, don't get me wrong, some cars are pretty expensive still but that all boils down to supply and demand.

Stay safe in January. BUCKLE UP and just be aware on the roads. I've learned a lot about proactivity, and it applies on the roads too. Sometimes people aren't watching out for you, but as long as you are watching out for them you'll be able to make the right moves and keep yourself safe.

Peace - B00

Note from the Boss...

As we are coming up to 2009, it is a good time to remind everybody about certain realities. We are about to swear in our first African American President. We almost were about to swear in our first female President or Vice President. It has been several generations since the civil rights movement, and we have come a long way. We are at war with nations that are hundreds, if not thousands of years behind our cultural revolution. Our country has always been a great melting pot, and we have opened our arms to all. In recent years, and though events, we have become less tolerant. We are suspicious of

some people because of what happened on September 11, 2001 and the events that followed. We are trying to close our borders to keep out terrorists, drugs and illegal labor. We are still a generous and giving people, but the rules have changed. Because of that, it is easy to get swept up in a wave of intolerance. I want to remind all of you of 2 things: 1) This company has always been and always will be an Equal Opportunity Employer. We embrace diversity as a function of our growth as individuals and as a company, and 2) We will not tolerate discrimination, neither by our employees, of our employees, or of the guests of the events we work. I have said many time judge everyone by their behavior, not by the color of their skin. We all have at one point in time or another been on the receiving end of discrimination, irrespective of the color of our skin. Most every female has been told at one point or another that they cannot do something because they are a female. Every Hispanic or African American employee has at one time or another been called a racist name simply for enforcing the rules and doing their job. Most every white male that works for T.E.A.M. has been accused of being a racist, simply because they told someone to comply with rules or laws, and that person decided it was a racial issue. That is called reverse discrimination. It is just as bad, if not even worse than standard discrimination. Every form of discrimination is based on one of two factors – either hate or ignorance and often both. Both are evil forces, and hard to overcome. There are many ignorant people out there. If you harbor either within you, we can help you overcome them. If you do not feel you can overcome those shortcomings, then working for T.E.A.M. is not the right place for you. Everybody harbors some degree of prejudice within themselves. The rea-

sons we do are as varied as people themselves. As we go through life, we need to take our experiences to enlighten us, to better understand others, not to close the door of opportunity and tolerance. EVERYBODY is different, and yet at T.E.A.M., we have a common goal. That goal is to be the best at what we do, and only the best can accomplish that.

T.E.A.M. Imps

Greeting once again from Agents X and Y

We wanted to take a few minutes to update you on the latest victory in our on going battle to ANGER everyone's favorite account manager Ashleigh Gaylord. (By the by, Gaylord is a funny word) Some of you may have been fortunate enough to have witnessed our latest attack in person. However, for those of you who didn't here it is....

This was in no way your run of the mill office prank. A significant investment on the part of Agent X and I was made. It ended up amounting to about fifty dollars and around three hours of labor. In a nut shell we inflated something in the neighborhood for 500 balloons, tied them and filled up Ashleigh's cubical with them. Agent X also constructed a wall that extended from the top of the wall around her desk to the ceiling. What a beautiful sight it was. What made it better is Ashleigh's distain for popping balloons. What we didn't expect was that our strike on Ash would spill over into Frank's office. Agent X and I are unable to claim that victory.... Kudos to Ash for turning our trick around on Frank. Touché ma'am, well played.

Please see the picture for a first hand look at our work. As always we will continue with our mission to mess with Ashleigh. Till next time.....

Marianne Morrison

I hope everyone had a wonderful Christmas & safe New Year which I'm sure you did because you should have been working :-). My contribution to the paper is going to be a quick lesson on the economy. *Now now* it isn't going to be like that so just read keep reading. Everyone is asking themselves how this great country of ours has managed to get itself in the mess we are in. Me too, but I think I can shed a little light on the issue. I have worked in the trucking industry for about 20 years and know first hand how it affects our economy. When people make a purchase at any store they never really give much thought on what had to happen to get that item to the store for them to purchase. Anything that you purchase has at one time or another been transported by a semi tractor trailer, big rig or whatever you want to call it. A lot of items are transported several times before it is ever a finished product, or the pieces to finish it were transported at some point in time.

Now think about everything you buy and how it was made. How many times do you think that product, whether it is on or in the finished product, needed to be handled? Take your time I know it's a lot to think about :-). Most products have had to be transported several times before they are a finished product. Take into consideration how much fuel was used to transport the material each time. On a good day a semi will average 7 to 8 miles to the gallon. On an average most hauls are 800 to 1000 miles. To make this easy I am going to go with an 800 mile trip, with a truck that averaged 8 miles to the gallon. The truck would use 100 gallons of fuel, at an average price of \$1.75 per gallon, at today's market, which would come to \$175.00 dollars. Now think back to a year ago or more when fuel prices started going up and they reached an average of \$4.80 per gallon. That same trip would cost the truck driver \$480.00 dollars. Now remember each product had to be transported several times before it became a finished product, so now we are talking a possible total amount of \$1440.00 in fuel costs that are going to be tacked onto the price of the finished product.

Needless to say, all of us paid for the additional freight costs the trucking industry

incurred. In my opinion, the price of sky rocketing **OIL** was a big factor in the down turn of our economy. The added costs of fuel & gas kept people from purchasing things they needed and from paying their bills or mortgages on time. Everything compounded, contributed to the spiraling down turn of the economy. We all need to stop taking everything for granted and realize this country was created on hard work and devotion to the country not on pure personal gains. Everything that we do or someone else does, affects someone else at some time or another. It is called the trickle down affect if you're not familiar with it :-). Just remember it all has to start some where and it usually starts with a truck, so next time you are cussing them when you are driving down the road, remember if it wasn't for that truck you wouldn't have the majority or anything that you have now. The trucking industry is the foundation for almost every thing we do, eat, touch, drive.....

Remember to dress accordingly and stay warm out there.

Marianne Morrison

Dear Frankie...

DEAR FRANKIE: I started with T.E.A.M. about 6 months ago, and love the versatility and flexibility of the job. During my orientation class they said that we get evaluations at 300, 600, and 900 hours. However, I have not received a call to tell me that I am due for my evaluation. How do I schedule for my evaluation? I think I have over a thousand hours now.
BEEN A GOOD BOY

DEAR GOOD BOY: I'm glad that you are enjoying your time at T.E.A.M. I like it here too which is why I have been here for 6 years. As far as your evaluations go, it is your responsibility to track your hours and schedule for your evaluations. I have every pay stub that I have ever received and I used an Excel spreadsheet to track my hours. If you are indeed over a thousand hours, I'm sorry to say that you have passed your hourly reviews but we can get you scheduled for an evaluation now and they will be every 6 months

from this point on.

DEAR FRANKIE: I just moved to Phoenix from Cleveland in June. The summers here are insane, but I am enjoying the warmer autumn months. However, now that we are getting into the winter nights I am finding out that my blood has thinned considerably. The other night I froze my butt off. The funny thing is that 40 degrees in December in Cleveland is a heat wave. What the Hell? **JACK FROST**

DEAR JACK: I know what you mean. I moved here in May of 97 and loved it here for the first week. Then it got so hot that Satan went back to Hell to get a break from the heat. That winter I was security supervisor for a trucking company working the overnights. When it got below 50 we were burning pallets in garbage cans to keep warm. It's a funny thing, but after spending a summer here 50 degrees is down right cold. Make sure that when you accepting shifts you verify whether or not the post is outside. If it is, wear several layers of clothes. You can wear extra clothes under your uniform as long as they are black or white and free of logos. Even if the post is not outside, be prepared in the event that you get put on the 1 event post that happens to be outside.

Frank Herbert

Originally I was going to write about how much the automotive industry has incorporated from aviation technology in the past, but in trying to research specific examples I have come to the conclusion that they have pretty much advanced together. When I was going through aircraft maintenance school my instructor once said that for years automotive manufacturers have tried to adopt ideas for efficiency from aviation technology, but in recent years the auto manufacturers have surpassed aviation. I agree, but am hard pressed to find specific examples...so instead I will just cover some of the things that automobile manufacturers have taken from aviation

For you muscle car fans, the turbo charger is one example. Turbo chargers were introduced into production aircraft in the 1930's. In aircraft it increased the operating ceiling of aircraft by providing com-

pressed air into the engine. At higher altitudes where the air is thin aircraft engines would not get as much air to mix with the fuel and the engine would lose horsepower and eventually stall. Turbo chargers force air into the engine so the fuel air mixture is maintained allowing the aircraft to fly higher. The first production turbo charged automobiles were introduced by GM in 1962 on the A-Body Oldsmobile Cutlass Jetfire and the Chevrolet Corvair Monza Spyder. By forcing more air into the engine you could increase the fuel input, creating a bigger explosion in the cylinder thereby boosting the horsepower of the engine. Formula One Baby!

Air extracting louvers are another example of aviation technology used on automobiles. On aircraft, the louver is open facing the back of the aircraft. When in flight, the air is forced around the opening creating a low pressure area in front of the opening. This actually sucks the hot air from inside the engine compartment out. Although there are many examples of air extracting louvers on cars, the best example is the cowl (the back of the hood which is next to the windshield). When your car is in motion the air comes across the hood and continues up the windshield. On the back of the hood there is a little lip that curves upward. This forces the airflow upward just before the windshield creating the low pressure area, and pulls the hot air out from your engine bay.

Anti-lock brakes were originally developed for aircraft in 1929. The concept of the anti-lock braking system (ABS) is to provide brake pressure in pulses to prevent the brakes from instantly stopping the rotation of the wheel causing the aircraft to skid. When you press the brake peddle hydraulic pressure is sent to the brake mechanism on the wheels (pad/rotor or shoe/drum systems) causing the mechanism to activate and stop the vehicle by providing friction. In the ABS, there is a component which sends the hydraulic pressure to the braking mechanism in pulses. Anti-lock brakes were not put into automotive production until 1971 with the Chrysler Imperial, GM Cadillacs, Lincoln Continental, and Ford LTD station wagon.

When gas turbine engines made their way from industrial pumping applications to

aviation propulsion they found that by harnessing the exhaust gas they could power secondary systems. (i.e. Turbo charger) If you could harness and apply 100% of all exhaust gas put out from the engine, it would theoretically be perfectly efficient. Imagine an engine that has no exhaust, because it would be redirected and utilized for other applications. For aircraft, the gas turbine engine was perfect. Exhaust gas provides air for cooling, pressurization, electrical power, etc. Several car manufacturers have attempted to bring this technology to the automobile, but found that it was not practical. Gas Turbines have to operate at very high speeds in order to be efficient.

Well I think you all get the idea. It was interesting doing the research for this article and realizing that some of the technologies were actually discovered and first utilized (although not their fullest extent) before either aircraft or automobiles were a reality. I hope you found this as interesting as I did. This month we have Barrett Jackson. It is very possible that you might see one of the prototype vehicles where technology was applied but not found to be practical there. Barrett Jackson is an interesting event to be a part of. I look forward to seeing you out there.

Frank Herbert

Hailey Coe

Hey everybody! My name is Hailey and Im new in the scheduling office here with team. Im really excited to be here and so proud to be working with such a great company. Everybody here seems like a big family and I hope I can bring some beneficial personality to the office. I'm still learning names and faces but please feel free to stop in the office and introduce yourselves. Its always easier when you can put names and faces together. Happy to be here and looking forward to working with everybody!

Hailey

Armando Estrada

I want to take this opportunity to say how excited I am to be working with the T.E.A.M family, in the scheduling department. I am originally from a small town, San Manuel, AZ witch is tucked in on the backside of Mt. Lemmon near Tucson, AZ. It is nice to come here to the Valley and be involved with a company with an outstanding reputation that you all have help to build.

I look forward to be working with all of you in future events and help continue to build upon what you all have established already. It is a great number of people that I am working with so bear with me when I am getting to know you all. Everyone I have met thus far has made my transition a very pleasant one, so to you all I say, "Thank You", and I know how blessed I am.

Whether it is through phone calls, e-mails you can help me by giving me information about you regarding positions, so we all can find the best way to communicate. I believe communication is the key for the success of the scheduling department and for us all in general. Thanks.

Mondo

Elizabeth Gill

Before I go into my musing on Barrett-Jackson, I quickly wanted to talk about New Years Eve. It goes without saying how thankful I am to you all for your hard work and performance. State Liquor was incredibly happy, (no citations for us) the City was happy, the client was happy, and yes, even our boss appeared happy. (but that might have been cause he got to play with Coomer.) Terrie & Marianne as always you provide and excellent example for everyone to follow; Darby & Bearup- you guys did a fantastic job (and I didn't once get zip-tied in a port-a-john) All my supervisors, Dorsey, Don, Mike, Amy, Joe, Gary, Rachel, Mark, Beth, Luis (x2) Chris, seriously, you all totally owned your areas and took care of the guards in your areas. Roamers, you did very well at responding to calls efficiently and timely, and in helping out all the

supervisors. Deployment went very smoothly since you all pitched in to set your areas. Samantha, Garrett, David- thank you. All of the guards that worked did a solid job and I really appreciate the combined efforts. Ellis and Frank, I want to thank you for not shooting anyone or overly pooing. Marlies, thank you for the great job you do at dispatch- you make it look effortless, when we all know how hard it really is. The warehouse crew, as always you guys rock. Working super long hours before the event starts and long after it is done. We couldn't do it without you. And then there is my most valuable of the event: Kendra Witham. Thank you for stepping in and all the help you gave Marlies. Your attitude set the tone for the whole event. I hope everyone got some sleep the next day. Only 364 more days til we do it again. However, in the meantime....

As a company, we do over 1500 events yearly. Of all of them, (yes, even more than ArtfsFest) Barrett-Jackson Car auction is my favorite. No other event is as long, or as interesting. See, unlike the Go-Low shows, or the high-end racecars, Barrett-Jackson is an auction for real car lovers by real car lovers.

I think love of cars is genetic, and any of you who work out at Westworld for the auction will probably meet my mom. She will be the lady unwilling to leave the muscle cars, followed by the bored looking man reading the specs. Mom's first "on her own" car purchase was a lime green 71 Hemi Cuda convertible with the white vinyl top. To this day, even my father isn't allowed to drive her baby, a cherry 66 Mustang convertible with less than 10,000 miles.

Personally, I think the Mustang (aside from those terrible years in the 1980's) is the most beautiful car ever created. Several times I have been late or gotten lost because I couldn't help following on the road. Three years ago Eleanor went across the block out at Barrett, and I was absolutely beside myself at just being near it. And only at Barrett is it considered perfectly normal to debate Eleanor in heated terms. "Should Eleanor have

remained as the '71 Mach 1, 2 door fastback with the 351 engine, or is she best as the '67 Shelby GT 500 with the 428?" (personally, I opt for the latter- but totally respect the purist's point of view) For those of you who are wondering who the hell Eleanor is, go rent Gone in 60 Seconds. It is the 47th car stolen, and the icon of the movie. If that film doesn't change your image of a car, nothing will. I have a couple friends who also worship at the altar of Carroll Shelby, and meeting him in person, seeing his vision and reality of sports cars is awe inspiring. Bearup and Sam and I spend most of our off duty time wandering in the midst of these icons- with periodic forays over into MoPar to check out the Cuda's and the Challengers. I will always prefer the Mustang, but even the most biased car fan has to admit the early 70's were an amazing time for muscle and pony cars.

Barrett-Jackson is its own world for 10 days a year. First time attendees often don't realize that EVERY vehicle there is for auction, and all of them will sell. This, of course coupled with several on site bars inevitably leads to "situations" - every year, someone doesn't get the price they think they should have, and although contractually required to turn in all sets of key, there will be that one person who kept a spare set, got tipsy, and decides "screw this" and tries to drive away with the cars that once belonged to them. However, the auction and police have a different term for this form of capitalism and they call it Grand Theft Auto. Then there are the bidders who "drink and bid." A few years ago this caused epic issues, as a bidder kept counter bidding, raising the bid over 7 million, but decided he "didn't mean it." Want to guess how that didn't fly? My favorite source of amusement is the golf cart action. See, golf carts are the preferred means of travel, and competition is fierce for them. (I am, of course, not allowed to drive them- sailboat issues) However, almost all of them are identical, and impossible to keep track of. But patrons do not let that deter them, and scurry around

at max speed like little ladybugs.

The auction is complicated in it's simplicity. 1200 cars will transfer ownership, from all different eras and genres. Car enthusiasts from everywhere come to Scottsdale, the flagship location, and they bring generations of their families.

We work long, hard days out there, but the experience is priceless. The strangest, goofiest things happen. (horse showers with shared shampoo) that become inside jokes forever. You see ALL kinds of people from the famous to the average, and the most beautiful cars around

Elizabeth

Marlies Meinhold

Automobile Timeline:

1769: The very first self-propelled road vehicle was a military tractor invented by French engineer and mechanic, Nicolas Joseph Cugnot.

1789: The first U.S. patent for a steam-powered land vehicle was granted to Oliver Evans.

1801: Richard Trevithick built a road carriage powered by steam. It was the first built in Great Britain.

1807: Francois Isaac de Rivaz of Switzerland invented an internal combustion engine that used a mixture of hydrogen and oxygen for fuel. Rivaz designed a car for his engine that was the first internal combustion powered automobile. However, his was a very unsuccessful design.

1823: Samuel Brown invents an internal combustion engine with separate combustion and working cylinders. It is used to power a vehicle.

1832-1839: Between 1832 and 1839 (the exact year is uncertain), Robert Anderson of Scotland invented the first crude electric carriage.

1863: Jean-Joseph-Etienne Lenoir builds a "horseless carriage" that uses



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an internal combustion engine that can reach speed of 3 mph).

1867: Nicholaus August Otto develops an improved internal combustion engine.

1870: Julius Hock builds the first internal combustion engine that runs on liquid gasoline.

1877: Nikolaus Otto builds the four-cycle internal combustion engine, the prototype for modern car engines.

1879: August 21st, George Baldwin files for the first U.S. patent for an automobile - well, actually a wagon fitted with an internal combustion engine.

1885: September 5th, The first gasoline pump is installed in Fort Wayne.

1885: Karl Benz builds a three-wheel automobile powered by a gasoline engine. the world's first motorbike uses one of his internal combustion engines to build the world's first motorbike.

1886: Henry Ford builds his first automobile in Michigan.

1887: Gottlieb Daimler uses his internal combustion engine to build a four-wheel vehicle, considered the first modern automobile.

I would also like to remind everyone that with the start of a new year brings the perfect opportunity to set new goals and resolutions. I would like to share with you two of mine in hopes that it inspires you to do the same. The first is to spend more time with my family and not forget how great they are. I have the best wife and kids in the world. They mean everything to me and I love them more than anything. I promise to spend more time with them this year than I did last. Second, but no less important is my faith. Without faith, there is no point. Over the years I have not always put my faith in God on the very top of the list of priorities. This is wrong. Certain things should be at the top no matter what good or bad is happening in your life. This is definitely one of those things. That said, I wish you all a safe and blessed year.

Jeff

Jeff Swanson

We made it through another New Years Eve. Patrons that attend the events that we work have no idea the amount of preparation and work that we all do to make it safe and successful. To all of you, well done! I would like give special thanks to this years Logistics crew that put it all together: Steve, Adam, Andrea, Aaron, Shane, TJ, Ivan, Zach and the others. This crew worked with almost no rest for 3 days. It takes allot of hard work and dedication to work for this department, let alone work through the new years events. THANK YOU!



Mick Hirko

As many of you know, I grew up in Europe. I grew up in the land of Autobahns. Consequently, I had to learn how to drive, and to this very day have a bit of need for speed. As Sammy Hagar said, I just can't drive 55... I learned to drive through an extensive training program, that is required to get a license there. You learn to deal with every sort of road condition, hazards, and all aspects of driver safety. To survive on the Autobahns, you have to learn to drive. Not just now to move from point A to point B, but to truly drive. Defensively, safe and alert. How to follow the rules, to be courteous and respectful of other drivers. On the Autobahn, the left lane is for passing only. Once you are done passing, you get over. If a car comes up behind you, you get out of that lane as fast as you safely can. They do not use horns, they use light signals, flashing headlights and blinkers. You have to watch your rear view mirrors as much as you do the road, especially since cars in that lane can be coming up on your bumper at 150 to 180 miles an hour. In recent years, the Autobahns have experienced the consequences of population growth, and more cars on them have slowed down traffic a lot. But, there still is no speed limit, and if the occasion arises, especially with the high performance of European cars, speed still can be king. There is little room for error at those speeds. The cars are better built and generally better maintained than ours (all cars have to undergo an annual 212 point inspection, and if you fail as much as a burned out light bulb, you get to start all over again. No fun) The roads are in good shape. But if you make a mistake at 150mph, you do not get a second chance. Many European cars are built extremely safe, and Mercedes and Volvos both have amazing driver and passenger survivability, but your chances are still very slim at those speeds.

Why is driving fast a good thing? There are numerous reasons, most of which we have been indoctrinated to not consider. Driving fast is a whole lot of fun. For the same reason fighter pilots have the need for speed, there is an incredible rush when you have a high performance vehicle, and you and feel the power of it, and you let it

show you what you can do. Last week I saw a Lamborghini at Tempe Marketplace. I felt sorry for the driver, because I doubt he will ever experience what that amazing machine is capable of. It was built as a labor of love, and is wasted on our freeways. Speed is good to get from point A to point B in the least amount of time. We have a wide open country. Why can we not drive across boring parts of Texas or Oklahoma or New Mexico in the least amount of time, instead of being hypnotized into a 65mph drone?

What are the downsides? Well, for one, most people are not trained to drive that fast. But there are places like the Bondurant School right here in Phoenix that could teach those that desire. Then there is the fact that accidents at high speeds become highly unlikely to be survivable. On the flip side, a better trained driver is unlikely to wreck. Most accidents that are not caused by a drunk are caused by my carelessness or inattentiveness of the driver. NO putting on make up, eating your burger lunch or chatting on your cell or texting at 140!! We would need better roads and better maintained cars. Arizona is pretty fortunate, because thanks to our weather the roads do not deteriorate much, and neither do cars. Then there is fuel economy. I drove a Pantera De Tomaso for a while in Europe, and it had dual tanks. It needed it, because it did not pass a single gas station. I could actually watch the tank needles move when it opened up on the road. It was soooo worth it though. Putting a Porsche with its whiney little engine in its place with that powerful 350! Oh yeah!! Ultimately, I would say the greatest downside to speed is all the horrible drivers that are not paying attention and feel they have the right to drive as unattentive and self serving as they want. Have you ever been on the freeway, you are running late, and every lane is tied up with a clown driving 10 miles under the speed limit and in front of them the freeway is wide open? At least get to the right side, but that would be considerate.

As you are out at Barrett-Jackson this month, look at the muscle cars, listen to their engines roar, and imagine you opening one of them all the way up. And then tell me if you think speed is good or bad.

Be safe, keep the peace, and I'll see you out there.

Mick Hirko