

# The Alternative Line

by Joe Holzer for Publication in CNY-PCA Redline Report Copyright 2007 <http://www.holzerent.com>

## First Will & Testament

With my mortality creeping up on me ever so steadily, I decided it was time to let everybody know what to do with me and my possessions as I move to the next level of consciousness, or wherever Thak thinks non-Buddhists go next. In my case, I suspect he figures it is right to hell, but one never knows. Anyway... These things are usually prepared with the help of a legal eagle, who will then be paid enormous sums to read it once we die. Like nobody else can read. Or perhaps it is to keep the wretched relatives from fighting over the carcass like a bunch of vultures. Who knows? But I digress... I plan to drive off a big bridge for double indemnity.

With a single offspring and a living spouse, there is not a great deal which is necessary in any case. Having been the executor for my Mom when she passed in 1996, I can tell you that having your effects in a single PLACE is far more useful than the oft hoped-for but rarely realized having the effects in order. In my Mom's case, we have only just completed the final distributions according to her wishes, and it was an uncontested will as well. Imagine what happens if the estate is sufficient to get the IRS' attention or there is an Anna Nicole-Smith fiasco. Or, worse, a Terry Schiavo case.

Mine should have none of those problems. In fact, the hardest thing will be for Lynne to find a way to dispose of all my junk, starting with the RV but moving down to the model car collection. That is likely not an accurate description, as collections go. There are no equivalents to the Horace Wagner card that recently fetched millions at auction. In fact, the only person who really puts any value on them, besides their original price tags, is me. Why I have the Steve McQueen "Michael Delaney" 917 instead of a real race model is hard to say. Maybe the existence in my possession of a VHS copy of "LeMans", plus a MPEG equivalent (the first I ever did) on my computer at all times, is a testimony to idiocy as much as anything else. With copy protection schemes on DVD's, my Pixar "Cars" DVD has the same situation, as does the classic "Gumball Rally", which is certainly not to be confused with any of the "Cannonball Run" turkeys. The real common thread, I suppose, is a seeming desire to maintain a foot in both archival and current technologies, but always about unusual cars and their uses. I probably am little different in that regard compared with most Engineers. After all, engineering is really the science of applying technical "improvements" via the lessons we learned by making mistakes, as we advanced technology because we could, and with the full awareness that the same pollution-free nuclear fusion energy which could eliminate the threat of greenhouse emissions could also in a single mistake eliminate the reason for worrying about them.

That's the way it really is with most of life. We find the one we love and wish to live with forever only after the pain which comes from being discarded by those who do not feel equally for us. And when we do find that true love, we must subjugate self in favor of "we" if it is to succeed. We desperately relish the liberty implicit in our ability to decide to be at point A instead of point B, knowing all too many of our fellow travelers have no such freedoms. Yet we see those same transport means as potentially killing that same way of life. And just about the time we have finally reached a measure of personal security through making good decisions and deferring gratification, nature removes much of our ability to enjoy it. In fact, and I believe most people doubt it, Engineers are more aware of the "double edge" of most everything than the common man, because it is in their nature to ask why as well as why not. It is simply not in their nature, having once thought about it, to even attempt to get that genie back in the bottle. In fact, an old friend once observed that "...there comes a time in every project when you have to shoot the engineer and build to the last rev level. Otherwise, you'll never have a salable item, so will go broke improving it". If anybody epitomizes the recognition of that reality, it is Bill Gates, who has made a fortune promising what the next rev will do, but only allowing you to actually have the unfinished symphony as-is.

Those of you who have read this far may realize that this is MY rendition of the Rambler association. Anyway... Those who have joined the PCA in the past ten years or so might not even understand the following. But those who knew me before the 993 Cab can surely attest. For much of my time in PCA as a track junkie, I pretty much qualified Watkins Glen as a member of OPEC. I even described the oil circuit in my 2.7 Targa as being tank - pump - crank & cams, sump, ground. I was often accused of spraying for bugs, which was made funnier by the Pixar movie "Cars". So, here and now I wish to declare my final wishes; I want to be cremated and my ashes strewn on whatever oil is spilled on the WGI circuit. It's about time I picked some of it up. ;-)

