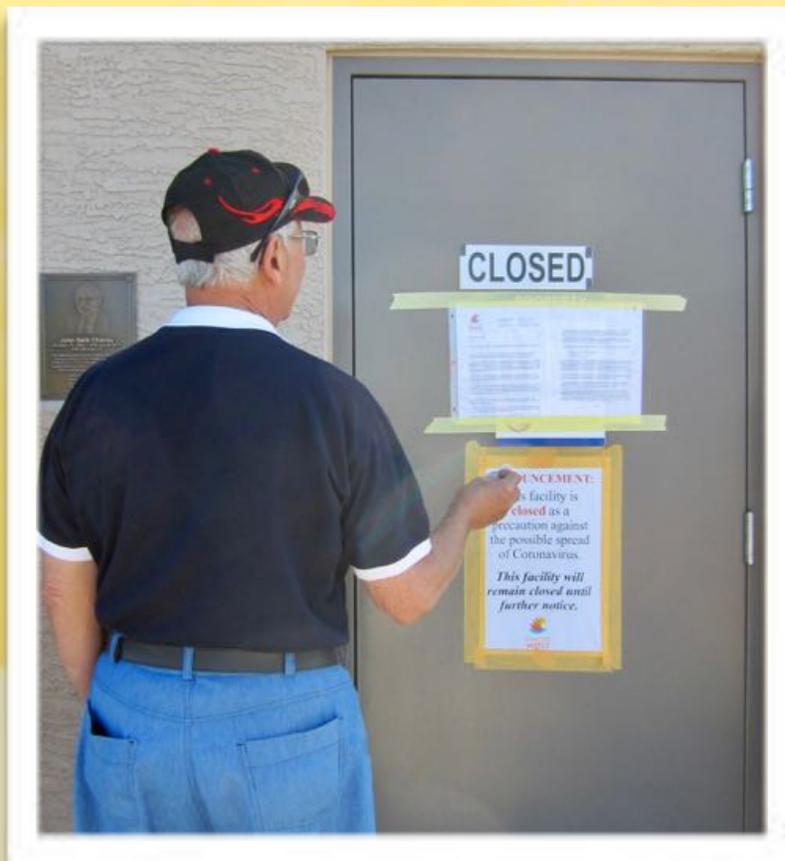


RUSTY NUTS

May 2020 Issue No. 70 Ellen Zacko - Editor

AUTOMOTIVE/RESTORATION CLUB OF SCW

You don't know what you've got... until you lose it!



**This is the last Rusty Nuts issue until September
Stay safe - Stay healthy - we will see you in the fall**

Rusty Nuts is the Monthly Newsletter of the Automotive/Restoration Club of Sun City West, AZ

MAY 2020

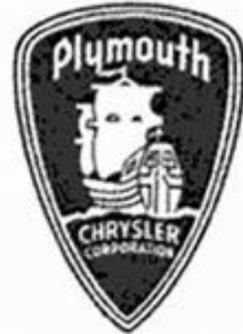
DEUCE COUPE CORNER

BY TOM JONES, PRESIDENT

April showers bring May flowers! What do May flowers bring?

Pilgrims!! Speaking of Mayflowers, did you know the early Plymouth cars had the ship Mayflower as a badge or emblem up in the 1950's. Anyone for trivial pursuit??

As John Wayne would say: "Howdy Pilgrim" to Jimmy Stewart a total of 25 times in the movie The Man Who Shot Liberty Valance. Jimmy Stewart played Ransom Stoddard in the movie. What automobile pioneer was named 'Ransom'?



Ransom Olds, who made the Oldsmobile like our 1901 at the shop.

Guess watching old movies from the '60s has been one of the highlights of the current situation of staying home. Catching up with family via the phone and email has been positive as well. Some of my distant cousins decided to get back in contact.

Our neighbor on our street sings for 30 minutes from his garage and the neighborhood is invited to bring chairs or golf carts and observe from the 6' separation distance during the performance.

If restrictions ease up in May, maybe we can still plan for some social gatherings over the Summer. As soon as the ARC shop is open for business, the membership will be notified by GroupWorks.

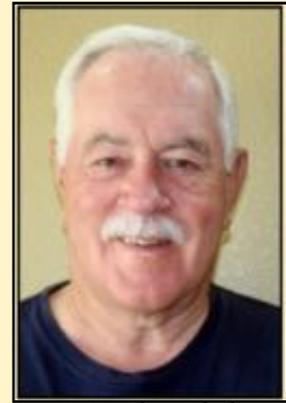
Stay safe and healthy and share your T.P.!

**Summer Events in the planning stages
(with the approval of the Rec Center)
Tuesday, June 16th "Fiesta" in Anna's Courtyard
Saturday, July 4th "Fourth of July Party" in Annas's Courtyard
Tuesday, August 18th "Ice Cream Social" in Anna's Courtyard**

Founder's Focus A Column by Herb Clark

Birthday Celebration! Happy 90th!

Well, lately there hasn't been much to celebrate. But today I am going to celebrate my Model A Ford's 90th birthday. I was in the garage yesterday doing a little work on it, getting it ready for Spring, and it dawned on me this simple beauty is now 90 years old. I don't have the exact "birth" day (I can come close), but I needed something to celebrate.



Cars have come a long way since 1930. If you get to the John Chaney Restoration Center, ARC, (when quarantine is over) take a look at the replica we made of the 1901 Oldsmobile. In the 29 years between the two cars, a remarkable amount of innovation and improvements took place. The 1901 Olds was the first mass produced car in the US. They built 425 of them, and they sold for a staggering \$625. Who could afford to buy one? The average income was less than \$15 per week.

In my garage parked next to the Model A, is a new generation C7 Corvette. When you look at all the advancements made in the 90 years, you will not believe it. Everything is truly different. About the only similarities are they both go forward and backward, they both have doors, and they both haul passengers. The Olds only had a forward gear and NO BRAKES (on the 1st 100 or so). Today's cars are truly works of beauty and technology combined.

Back to the celebration! I am going to break isolation and fire the "A" up today. I am getting it ready for the day I can ride around town and wave at all the friendly folks who will be free again! There is nothing better than seeing the smiles on the faces and the waves of the people I pass. Oh, thanks to all those who helped me get started with Model A's! Thanks especially to Jerome and Chuck! Everyone please have a great Summer! Hope to see you on the road! Be safe!

Herb Clark



Before Total Lockdown - Classic Car Run to Thunderbird Park 3/29/2020

PHOTOS FROM THUNDERBIRD PARK 3/29/2020



LEE



WAITING IN THE ARC PARKING LOT



DON AND JAN



BRUCE AND JAN



DAVID WITH HIS SPORTS COUPE. IT WAS PURCHASED NEW BY HIS GRANDFATHER



Jerome Knudson

Downshifting Bob and Nan Janis (Member numbers 378 and 387)



BOB JANIS HAS VISION AND DETERMINATION THE RESURRECTION OF HIS “SCOUT” (HAS HE BEEN IN THE HOUSE TOO LONG??)

Bob Janis moved to Phoenix in 1957 and graduated ASU with a degree in Business Ed. Bob's father was the business manager of a local Pontiac dealer and it was there that Bob discovered that being around Firebirds, GTO's and Grand Prix's started a love affair with "all things car!" After dabbling with car sales Bob ultimately joined Farmers Insurance working his way up from Marketing Research and underwriting to ultimately owning his own Farmers agency.

His first car was a 62 Oldsmobile Dynamic 88 and of course, he had to graduate to a GTO. Other cars of interest included a 54 MG TF, a 68 Triumph TR250, 68 Firebird 400, 74 VW Thing, 72 and 77 Datsun Z, three International Scout cars as well of lots of other nice but not very interesting cars and trucks.

Bob's restoration projects include a '62 Firebird Convertible, '58 Chevy Apache pick up truck and a '69 Chevy pick up.

Bob and Nan came to Sun City West in 2013 completely unaware of ARC. What a surprise that was! He wasted no time, however, and immediately teamed up with Jeri Oman and Jack Foster to complete a restoration of a beautiful turquoise '54 Ford pick Up.

Bob now serves on the ARC Board of Directors as a Vice President as well as a teacher of Safety Training.

His most recent project is a '79 International Scout that he purchased from a local man who wanted to restore it but couldn't seem get the process going.

"The Scout" entered the ARC building as a rusted wreck and from day one was the constant subject of constant good natured joking. The engine was rusted beyond salvage and the body panels seemed beyond repair. Much of the advice was in the form of "give it up," "sell it for junk," "it'll never fly!" Fortunately however there was some positive encouragement.



Nan and Bob in Sun City West

Good boy staying safe and taking pawcautions... 🤔



It was a long road but the results were worth the effort



Virtual Holiday Celebrations in Sun City West April of 2020

Our holidays were spent in isolation via internet. During this crisis everyone is doing their best to have a normal life.



Thankfully it wasn't always like this



Oh the good old days!



1953 By Dan Kuhl

What comes to mind when I say “Playboy” magazine and color TV? I think of my dorm roommate who had four years of Bunnies posted—the only reason we graduated was the lack of wall space for more pinups. As far as color TV is concerned, I think of *Bonanza*, *Get Smart*, and *Star Trek*. My Dad had to work three extra overtime weekends to pay for that first RCA.

Actually, the answer I was looking for is “1953”. Hugh Hefner started *Playboy* in 1953 with the now famous Marilyn Monroe issue, for sale on eBay for thousands of dollars. In 1953 the first color TV was available to the public. Of course, at that time a color TV sold for thousands of dollars, the very reason my family did not get one until the sixties.

More importantly, the Korean War was drawing to a close while the war of competition was escalating in the auto industry. Everywhere you looked there was something changing or something new to pique an auto buyer’s interest: Chevrolet made the Bel Air a full model line that lasted through the 1975 model year, and became the car of choice by numerous collectors. It was replaced by the Impala, as the most expensive model, in 1958. 1953 saw Chevrolet introduce the Corvette which set the stage for the later introduction of the Kaiser Darin and Ford Thunderbird.

Ford was celebrating its Golden Anniversary in 1953. It would be the last year of the acclaimed flathead V8 and the introduction of the very popular “Economy Truck Line” that is sought after by hobbyists. Ford’s “Hot Rod Lincoln” continued its winning ways with the new Y-block overhead valve V8 that would be introduced into the entire Ford line in 1954.

Also, in 1953 Buick was celebrating its 50th Anniversary. 1953 would see Buick’s last straight eight engine in the Special and introduction of the Nailhead V8 in the other models. In 1953 Buick began using a 12 volt electric system and power steering, and manufactured the final woody wagon in America. As a final note Buick introduced the seductive Skylark convertible which remains on a pedestal with the Oldsmobile Fiesta and Cadillac Eldorado that were introduced in 1953.

Chrysler, the most conservative of the Big Three, had little fanfare in 1953. Supposedly, 50 new mechanical features were introduced on the Chrysler line, while Dodge offered the “Red Ram” hemi engine to their customers. It was a smaller version of the Chrysler engine introduced in 1951. The public was very interested because just about everyone was looking for more power and speed; all of the automakers would rise to the occasion.

The second part of this story is more interesting because the independents were fighting for their lives against the Big Three. Studebaker led the pack with its post WWII sales slogan “First By Far with a Post War Car”. The 100 year old company continued this theme in 1953 with the introduction of the Loewy Commander and Champion coupes (actually designed by Robert Bourke). It is considered to be one of the most attractive automobiles of the 1950’s, but the buying public was not ready for its low sleek design in 1953.

Gina Ogle the Rip and Sew Mask Challenge

Co Pres Gina Ogle has Rip and Sew, Palo Verde Patchers and Chit Chat accept the challenge to make masks for our community. 12,900 masks have been delivered.



Verda Bell is making ARC members free masks email verda.c.bell@gmail.com



A Thank You to ARC for the Walk for Life



The American Cancer Society Relay For Life Committee sent a card to ARC with the following handwritten note inside:

"Thank you so much for displaying your beautiful cars at Relay for Life on 2/23/20. We appreciate your participation. Your team helped us exceed our goal. We are not only helping to fund research, but also to assist cancer patients fight this terrible disease. Hope you will continue to support this worthy cause."

**Dean Lewellen,
quarantined with his best friends,
spends his down time dreaming
of beautiful Porsches.
His interesting article follows
on the next page**

**"Finding The Used Porsche 911
of Your Dreams"**



The instant your very first Porsche Model 911 takes up its parking space in your garage, you may become a devoted cultist to this unique and everlasting automotive icon which can be defined as one of the world's only true sports cars. It's true! For some forty-four years, constantly searching for a more perfect or better 911, I have passed through six examples—a 1973 911S, a 1976 911S, a 1975 911 Carrera, a 1989 911 Carrera, a 1995 993 Carrera, and finally, a 1992 962 C2 Cabriolet. Some of them great, some just so.

You will find yourself poring through the classic car magazine ads and web sites in hopes that your perfect 911 is out there somewhere.

I did own two 911's for a while. Some enthusiasts have passed the fifty mark.

There is absolutely no question that the best Porsche 911 ever built is the latest model available, so, if you want the very best 911, go buy a 2020 Model 992! If your interest lies in acquiring an example from the past, it's a bit more complicated.

Your first move is to home in on a model, type and year. Then you can begin your search through publications like Hemmings Motor News and the other on line web sites.

When you finally find a possible candidate, the only way you can be certain you are buying a sound vehicle is to have a qualified service facility or technician perform a pre-purchase inspection (PPI). Expect to pay \$300 or more for the examination and report, which will cover the condition of the engine, transmission, brakes, suspension, body and interior components. Most PPI's will include an estimate of needed parts and repair costs. The importance of performing a PPI on a used Porsche or any other used vehicle cannot be over-emphasized—do it, please!

Now, let's look at some of the most sought after, most reliable, and, possibly more collectible 911 models. I will also identify a couple of low periods in the 911's lifeline. Note that there is some author bias here and, in the end, it is your choice that rules. I purposely will not address specialty or limited edition 911's as that can be a whole new project.

The 1967 911S is highly sought after today, particularly the "soft-window" Targa model. This was the first year for the 911S model, the five-spoke Fuchs forged aluminum alloy wheel, itself an icon of the 911. The 1967 S engine produced 180 HP @ 6600 RPM from its peaky, two-liter engine with little torque coming on until 5,000 RPM was reached.

The 1972/1973 911S is another highly coveted model. The 2.4 liter 911S engine produced a peaky 210 HP @ 6500 RPM with not much low RPM torque. This made the car less than satisfactory for commuting, but huge fun on the track. Pristine examples of any early 911 will be a six-figure purchase.

1975 through 1977 were dark years for Porsche due to the emission rules created by our legislators in Washington, D.C. and California. I owned two cars of this era and they were pretty awful performers. If you find a good one today, they have had the engines rebuilt/resealed and will provide many years of useful and enjoyable service. No collectors here except for a 1974 or 1975 Carrera.

The 1978 through 1983 911SC have been described as the most bullet proof Porsches ever built, some reaching 400,000 miles before needing a tear-down. These cars are a true tribute to the Porsche marquee and a sweet, sound ride into the future for any Porsche enthusiast.

The 1987 through 1989 911 Carreras have been touted to be the “last of the real 911’s”. These cars had the hard edge of the previous 25 years but were civilized with a hydraulically operated clutch, the buttery G-50 transmission, and, an improved air conditioning system—just recharge it every year. My 1989 Carrera felt exactly like my 1973 S except that it had much better low RPM torque, much heavier steering, poorer braking and a lot more creature comforts.

The early 1990’s 911’s were another dark era while Porsche searched for new leadership and direction.

These cars featured all-wheel drive options and were designated as C4’s (rear-wheel drive models are C2’s), two spark plug per cylinder engines, Tiptronic automatic gear boxes, power steering and brakes. The 1990 through 1994 911’s (designated as Model 964) were the last of the hand-built Porsches. They were expensive to produce and nearly put Porsche AG out of business. The 964 has become very collectible today because of its rarity and closest resemblance to the original 911. My 28 year-old 964 is built like a bank vault.

The Model 993 was introduced in the spring of 1994 to kick-start a come-back for Porsche. The 993 was a hit and the 1995 993 was produced and sold in record numbers--over 7400 units as compared to just over 1200 1994 964’s.

My 1995 993, the last of the “air-cooled” Porsches lives in my son Kevin’s garage in Arlington, Texas. The 993’s offered great performance but added creature comforts to further soften the edgy sports car feel.

The Model 996 of the 911 arrived in 1999. What a departure! Gone, is the air/oil cooled engine. We now have a radiator and water to deal with. Gone, is the five-dial instrument panel that we have known since 1964. Gone, is the driver/passenger shoulder-to-shoulder bump when both occupants close their doors simultaneously. Instead we get a four-valve-per-cylinder engine which is quieter and performs better; a wider, more modern cockpit; and, a softer, computer-controlled drive/ride/cornering system to make this 996 version of the 911 easier to drive near the limit. While safer, it is just a lot less fun than its ancestors.

The Model 997, the sixth generation, arrived in 2004. It looked more like the original 911 with 993 like headlights rather than the fried-egg headlight look of the 996. More powerful, more room inside, more comfort, but added invasive drive train safety features to tame the tail happy characteristics of the early cars which saved new owners but limited the fun.

The Model 991 came in 2011 and is another sweet spot for a used Porsche search. Less than ten years old, closely resemble the original 911, with outstanding reliability and are fun performers. You now have dual clutch automatic transmissions which shift faster than a manual ever could, all the creature comforts, and, at a cost that won’t drain your 401-K fund.

The current and last iteration is the Model 992. As I said earlier, if you want the very best Porsche 911 ever built, buy this car. Cost of a new stripper is nearly \$100,000 compared to the \$12,500 I paid for a new 911 in 1976. It does everything anyone would want or expect and more, but I will be content with my true to the original, air cooled, sweet sounding, wind in the face, old school 964 C2 Cabriolet.

Home happenings during quarantine

Lee Partridge is busy at home
Slow but sure progress on my 1970 El Camino project. RideTech suspension, Wilwood 14" disks on the front. Need a few crucial parts (oil pan, harmonic balancer, water pump) to finish the motor.



ARC member Ted Yao
in Canada
wearing protection



Ellen, Ed and Buddy perform for a social
distancing drive by birthday celebration

Suzanne Jones with paver project





Ed gives Buddy new seats in his garage



Darrell Langer and the ARC service truck

**The beautiful show cars of
Carolyn and Ralph Roll
Another Member Story in quarantine**



My name is Carolyn Roll. My husband Ralph and I moved to Sun City West last October 2019. We bought Herb Clark's house. We really enjoy living here with all the friendly folks of ARC and, our wonderful neighbors.

In January we returned to Oregon. We have a home in Hillsboro. I had applied to several indoor cars shows before moving to Arizona, and was accepted by all. We have 2 newly restored cars that we wanted to show while they are in their best condition. Our first show was in Albany, Oregon, January 17-18. We took our 1930 Ford Delivery Van. It has a 392 Hemi engine, 700R Trans and a Ford 9-inch rear end. It is painted Candy Apple Red. We call it the Hemi Hauler. We won Best Paint.

In February we took our 1964 Falcon Sprint to the Sacramento Autorama. The Falcon has an LS3 376ci V8, a 4 link rear end, power steering, power brakes, and air conditioning. It is painted Pearl Blue. It won Best in Class, Best Paint, Best Engine, and Best Display. We were very surprised! We never anticipated it would do so well!

The first weekend in March we took both cars to the Salem Roadster Show. All cars are by invitation only, and the participants get jackets.

Mid-March we trailered the '64 Falcon to the Boise Roadster Show. There were about 600 cars scheduled to be there. Thursday morning we got the Falcon set up. That evening we were notified the show had been cancelled because of the corona virus. Early Friday we tore down the display. Unfortunately, our GMC Denali's power steering pump stopped working and we had to stay in Boise 5 more days, until it was replaced. When we first arrived in Idaho there were no confirmed cases of COVID-19, by the time we left there were 5 cases.

We had one more show on the schedule, and that was the Spokane Rod & Custom Show April 17-19. However, it was postponed until Father's Day in June. So, we'll have to wait and see if it happens.

Right now we are staying at home waiting for the pandemic to pass, like everyone else. We are passing our time by downsizing.

This has been waiting on the sidelines for years. We have no excuse now. We are not sure when we'll make it back to Sun City West. We were hoping for this fall.

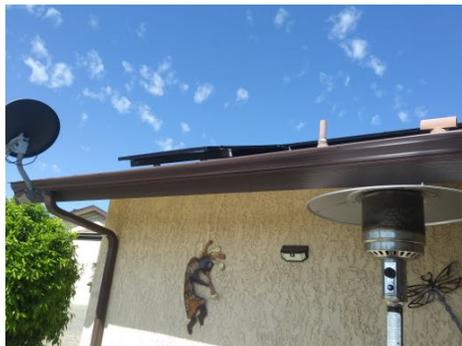
Regards,
Carolyn

You asked what everyone was up to. As we get ready to head back to Illinois, we have to say that the garage is clean, the cabinets are clean, the landscaping is done, the fruit trees are gleaned, and the refrigerator and freezer are just about empty. We've been spending our days riding our stationary bike, working jigsaw puzzles on the dining room table, reading books that we purchased at the library book sale, playing games on our devices, talking to friends on the **phone**, and keeping up with the news. These are tough times for so many. We are among the lucky ones who have good health and don't have to worry about job losses. We have a lot to be grateful for. Looking forward to reconnecting with all of you in the fall. Stay safe!

Steve and Linda Victor

During the Rec Center Shut Down, I have been busy, but miss the Shop being open.

Several (3) of my neighbors commented about the high volume of rain this winter and spring. We agreed to put gutters and down spouts on four houses. Since I had done this during college we obtained enough material for the planned activity from a local store. It came to over \$650 even with a military veteran discount. Each week, I worked with one of my three neighbors and did the desired gutters and down spouts. They they were qualified to hang more of their own and repair as needed. Enclosed is a picture of one gutter on the back side of my house. We are waiting for the next Monsoon to see how well they work, though earlier leak testing found a few small drips.



Not to neglect the car aspect, I have been working on my Edsel and drive it around the community about once a week. Have to keep it in shape for the future. Lastly, to keep in shape myself, I have been walking around the community much more than before, yet avoiding close encounters with others. So far, staying healthy and hope other club members are doing well. We have masks (home made), toilet paper and even some canned food to stay home.

Best wishes to the ARC
Jim McLinn

Thank You to the ARC Angels for the fine work they do for our club

Thank you for having the ARC Angels group in your club.

We were blessed to have been given the name of Randy Robinson of your club who came to our assistance.

My brother, who was renting a home in Sun City, passed away and left a car that we needed to dispose of before the end of February. Randy met us at my brother's rental and helped us get the car running, showed us the value of it and how we could sell the car quickly. We did not get the full value of the car but we able to sell it very fast and are very thankful to get rid of it.

Sincerely
Mary Ann Nelson

ARC Angels

The ARC Angels are a group of ARC members, led by Randy Robinson and Dan Kuhl, who quietly go around helping SCW residents who are in need. They don't ask or look for recognition or praise. Occasionally, someone who has been helped, lets us know. Thank you to all of the ARC Angels for your continued service to the SCW community.

Let's all keep the faith - stay home - be safe
 and look forward to going back to normal one day!
 from Mike the Moose



1720
PLAGUE

1820
CHOLERA

1920
SPANISH FLU

2020
CORONAVIRUS

IT SEEMS THAT HISTORY REPEATS
ITSELF EVERY 100 YEARS

History repeats itself. Came across this poem written in 1869, reprinted during 1919 Pandemic.

This is Timeless....

- And people stayed at home
- And read books
- And listened
- And they rested
- And did exercises
- And made art and played
- And learned new ways of being
- And stopped and listened
- More deeply
- Someone meditated, someone prayed
- Someone met their shadow
- And people began to think differently
- And people healed.
- And in the absence of people who
- Lived in ignorant ways
- Dangerous, meaningless and heartless,
- The earth also began to heal
- And when the danger ended and
- People found themselves
- They grieved for the dead
- And made new choices
- And dreamed of new visions
- And created new ways of living
- And completely healed the earth
- Just as they were healed.



Thursday, November 7th, 1918

CORPORATION OF THE CITY OF KELOWNA

PUBLIC NOTICE

Notice is hereby given that, in order to prevent the spread of Spanish Influenza, all Schools, public and private, Churches, Theatres, Moving Picture Halls, Pool Rooms and other places of amusement, and Lodge meetings, are to be closed until further notice.

All public gatherings consisting of ten or more are prohibited.

D. W. SUTHERLAND,
Kelowna, B.C., 19th October, 1918. Mayor.

Welcome to "In For Repairs"! by Steve and Lnda Victor

If you know anyone who needs a little cheering up or who is going through a difficult time, ARC wants to know. We are one big family, and we care about one another. Please contact me at stevelinda2004@earthlink.net or call 623-214-1090 with the information. I will be in contact with the individual by e-mail and also follow up with a card and special note from ARC. Although I don't have anyone new on my list right now, let's keep all of our members in our thoughts as we work to get through these difficult times.

We know that many of our members are facing some challenges right now but wish to remain private. We are thinking of all you and wishing you brighter days ahead.

By the time this is published, we will be back in Illinois for the summer. I will continue to keep track of our members in need, so please let me know. Stay safe and healthy out there.

In Memoriam:

Ron Carson (#495) - We are saddened by the loss of Ron. He passed away peacefully at home with his wife, Jan. He was often seen working at the shop and helping others. Our sympathies go out to Jan and the Carson family at this difficult time.



Darrell Langer (#540) - We are sorry to report the passing of Darrell in a farm accident in Wisconsin. You never saw him without a smile on his face. He had so much knowledge about machinery and was always helping someone. He will be greatly missed by many. Our thoughts and prayers go out to his family and friends at this difficult time.



A message from Michelle Childress

Zane is doing great- he has very little pain and is pretty much back to normal - not able to run or ride a bike- but we have been going on long walks, something he hasn't been able to do in several years. We are doing well, Maryland has also been shut down for a month and I have been working from home. Now that the surgery is over we are deciding if we will be coming back to AZ or possibly going somewhere else. This state is beautiful, but the people are really different here on the east coast. Still doesn't feel like home here- and we have tried our best to settle in, but it just isn't the same. Zane keeps reminding me that in one year I will be old enough to buy a home in SCW. So... who knows what the future will bring!"



The inventory is lower than usual and the prices have been going up! This is a great time to sell your home or to buy a new one!

Please check us out on our website: www.ArvidKay.com. We can give you an estimate of what your home is worth today.

Arvid and Kay Peterson
623-308-2316 or 623-760-7367
arvidpeterson@awardrealty.com

ARC Members





Order Your Car Dash Display Plaque

New Display Plaques for your car, golf cart, or bike? It is good for you and fund raising for the club. Get rid of your old, torn, dog eared displays, the new ones are made with champagne-beige color paper and laminated with thicker, UV protection pouches.

Price: \$15 each... or \$20 for two if it has exactly the same content.

Print the order form on page 21 or stop by the club and ask a Desk Monitor to see a sample plaque. Get an order form, fill it out, and make your payment in cash, check, or credit card. NOPE, NO chickens.

Any questions, call Sue Steward: 623-262-5225 or email: suesteward.az@gmail.com

Sue is donating the time and materials to help the club raise funds. 100% of the sale proceeds goes to the club. So, stop by the club and place your orders today.



Automotive Restoration Club of SCW

Dash Display Order Form

ARC desk monitor: _____
Date of payment Monitor Initials

=====

1. Your name: _____; Your phone #: _____
2. Complete information below about your car.
3. Pay \$15 to ARC. Give payment (cash, check, or credit card) to the desk monitor. \$20 for two (2) IF writing/content is the same.
4. Have desk monitor write down date of payment and initial the form; then make a copy of this completed form for your records.
5. Scan/email completed form to: suesteward.az@gmail.com
6. If you cannot email the form, call Sue Steward 623-262-5225 about the order. Sue will pick up the order form from the desk monitor.

=====

Year Make of Car

Model Style (2 door, convertible, etc.)

Cost of Car When New or Purchased

Anything Special about Your Car

Owner Name(s)

ARC CLUB CONTACT INFORMATION

Shop Phone Number: 623-518-3226

ARCOFSCW@gmail.com

ARC Club

P.O Box 5034

Sun City West, AZ 85376-5034

Tom Jones, President

Bob Janis, 1st VP

Dean Lewellen, 2nd VP

Kathy Swanson, Secretary

Pete Mahnke, 1st Treasurer

Gary Kakert, 2nd Treasurer

Jan Lahtonen and Tony Pallozi , Safety Coordinators

Paul Nordmeyer, Membership Director

Ellen Zacko, Editor of Rusty Nuts



ARC meets monthly the 3rd Tuesday, at 2:00 at RH Johnson Social Hall (no meetings in June, July and August)

ARC board Usually the Thursday just prior to the 3rd Tuesday of the month. Members and guests are welcome at 8 am @ Camino del Sol meeting room. It's an open meeting.

ARC WEBSITE <https://arcofscw.com>

ARC FACEBOOK Automotive Restoration Club facebook

ARC EMAIL ARCOFSCW@gmail.com

ARC Newsletter contact - mikezackaroonie@gmail.com

Ellen Zacko 623 374 3056, please leave message

A Message from Mike the Moose



**You never know how strong you are,
until being strong is your only choice.
Bob Marley, and Mike**

Rusty Nuts is *your* newsletter. Thank you to all the member contributions. Keep them coming. Everyone has a story and yours is important to the membership.

Send your contribution to: mikezackaroonie@gmail.com
Your stories make this newsletter!

Special thank you to Deborah Ray, my friend and proofreader.
I couldn't do this job without her special help.
Ellen Zacko - editor