

RUSTY NUTS

April 2021 Issue No. 78 Ellen Zacko - Editor

AUTOMOTIVE/RESTORATION CLUB OF SCW

Randy Pace #446
A lifetime of collectible cars and a fire



Fire Saga on page 11

BEHIND THE WHEEL

DEAN LEWELLEN, PRESIDENT



Recapping some earlier events, the 2021 “Relay for Life” event was a great success with the ARC membership raising over \$5,500. A new record for us despite Covid-19 limitations. The Trilogy Roadrunners Car Show in Vistancia was a sell-out as 96 cars were entered with the \$20 entry fee going to the “Arizona Coronavirus Relief Fund”. It was a beautiful day with great cars, great food and great music. The West-Mec Skills USA event was supported by eight ARC members who served as judges for the various automotive repair and restoration areas of the competition. ARC members also joined our neighbor car club in Sun City, the VVSC, at the Cross Church Car Show in Surprise on March 14th.

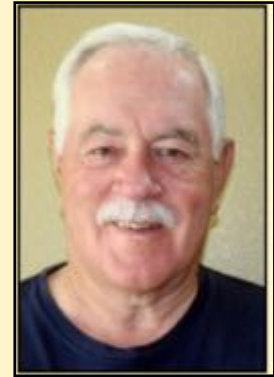
The Social committee, Diana, Pamela and Gloria, put together a fun, but challenging St. Patrick’s Day pictorial Scavenger Hunt for us on March 17th. Thank you, ladies. The Sundome Plaza Merchants Association invited ARC to provide a 30 car display for their Merchants Street Fair on March 19th. Finally, several ARC members were “drivers” for the Mecum Auction at State Farm Stadium, March 18 – 20. Great fun was had by all at each of these happenings. Stay tuned to Group Works (see the Events tab) and the Club web site <https://arcofscw.com>) for future events.

So, as the Covid-19 case and death numbers continue to fall, and the vaccine is successfully distributed, the “new normal” is emerging before us. On March 8th, the Rec Center issued a press release stating that all SCW Charter Clubs and Facilities would reopen on March 15th. Guests, visitors and tours are allowed at ARC once more. Capacity limitations are lifted at all indoor facilities, but members are asked to maintain 6-foot distancing when possible. MASKS ARE STILL REQUIRED IN ALL INDOOR AREAS!—Arizona State mandate. The Social Hall will remain closed to all Clubs through the end of April, so our March and April monthly membership meetings there were cancelled by the Rec Center Scheduling Department. We are trying to schedule an ARC membership meeting at the Palm Ridge Summit Room for April, fingers crossed.

Progress is slowly coming up to speed. Let us hope the light we are seeing at the end of the tunnel will lead us into the sunshine soon. We all need to be together again. Peace.

Founder's Focus A Column by Herb Clark

One More Time...Again!



Most of you have heard about the "Great Race." If you haven't, it is a cross country vintage automobile rally. It is usually around 2500 miles in total. It is actually a "time and distance" rally, **not a race**. This competition requires a Driver & Navigator who work closely together for 10-12 hours a day driving at precise speeds and following specific directions. Along the way there are "Checkpoints." Checkpoints are not known to the race team until they pop up at one. Your team receives a score based on your precise time of arrival at the checkpoint. If you are 5 seconds early your team receives a 5 point penalty. If you are 5 seconds late you also get a 5 point penalty. Only a perfect score of "0" is what you want! During the day you will pass 4-8 checkpoints and your total score for the day from each checkpoint accumulates for the 9 days of competition.

I, along with several of my ARC friends have had the pleasure of doing the Great Race. It is truly an event that you will cherish for a lifetime. Although this is a competition with about 150 vintage cars (pre 1974), the camaraderie is incredible. The prize money totals over \$150K. Most are competing just for the fun of it. (I have never won a dollar \$\$\$.)

The 2020 race was cancelled due to Covid 19. This year the race will follow last year's course. The course will start in San Antonio on June 19th, right in front of the Alamo. The route heads north through Oklahoma, then east through Missouri, Kentucky, West Virginia, south through North Carolina and ends on June 27th in Greenville, South Carolina.

The last Great Race I competed in went from San Rafael, CA to Moline, IL. We followed the old Lincoln Highway. My wife was the driver, and I was the navigator. We did well, but a breakdown 90 miles away from the finish line was the end of our journey. I am pretty sure I told everyone that was my last Great Race. Secretly, I would do it every year! Love it!

So, here I go again! I put together a team that focusses on youth. The Great Race has a Division called the X Cup. It is for high school and college kids to compete... and be a part of the incredible experience.

Former ARC member, Don Kloth, and current ARC member, Gary Masak, will be with me on the journey. The 3 of us will be the Drivers. We have three young men who will be the Navigators. We plan to alternate days of competing. The car we will probably be driving will be the 1930 Model A Speedster that was built by ARC in 2014. This will be the car's 5th Great Race! If you want to come out and see the racers when they are in an area that might be near your summer home, google **Great Race 2021 Route**. We would love to see you along the route.
Herb Clark



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

WE ARE BACK IN BUSINESS
ARC General Membership Meeting
Palm Ridge Summit Hall (A)
Tuesday April 20th
2:00 to 4:00 PM
MASKS NOT REQUIRED, BUT RECOMMENDED

SHOP NEWS - Craig Landers
Long term

The foremen and members have determined a Long Term Policy. Our policy now is when you come in for long term you have 90 days to work, if you are in the shop working or not. When your 90 days are up and if no one wants to come in, you can extend your spot for another 30 days. When your 30 days are up, and again if no one is coming in for long term you can extend another 30 days. This policy will not create problems getting people in for work. The person that has been in the shop the longest will be the first one asked to leave if someone wants to come in for long term and there are no spots. If you have any further questions please ask at the monitors desk.

Oil and oil filters

When you change your oil filter and antifreeze, you are responsible for disposal. The oil you can take back where you purchased it or Echo Mesa golf course maintenance yard just up from the club, map is on the monitors desk. The antifreeze can be taken to the Morristown transfer station, about 15 miles north on Hwy. 60. If you dispose of it in one of our trash cans, there will be a \$50 fine. The rec center janitor doesn't appreciate getting oil all over himself. Remember to not put coffee, soda, any liquid in the cans for the same reason.

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.



Paint Shop Basic Training

If you would like to learn some basic skills of body repair, we have just the ticket. On April 3rd (yes it's a Saturday) beginning at 9:00, we will present a morning class to acquaint you with tools, materials, and techniques you can use when repairing metal damage to your vehicle.

This first class is limited to six ARC members. There is a fee of \$25 to cover the cost of materials. If interest in the class is good, we will offer more in the future.

If you would like attend, a sign-up sheet is at the monitor's desk. You must pay the \$25 fee when signing up. If the class is full, you may put your name down as a stand-by attendee.

If you sign up and find you cannot attend, give us at least one day's notice prior to the class and we will refund your money. That will allow us time to contact a stand-by member. If you are a no-show at the class, your \$25 will be applied to a future class. You will however, need to sign-up as a stand-by. This may seem harsh, but we continually have no-shows at our safety classes. Eye protection and covid masks are required.

ARC members on March 6 at WestMec Skills USA



Bill McVey, Pam Kyle Steve Kyle, Suzanne Jones, Jan Carson , Randy Robinson, Tony Heinen

Downshifting Randy and Carol Pace

Randy Pace, from Omaha, NE, has always had an interest in cars. At the age of five he could identify any car by the sound of its exhaust. In high school he was driving a '57 Chevy 2-door hard top 210 and at the same time turning a 1931 Chevy 4 door into a hot rod. He eventually sold the '57 in favor of a '55 Chevy 2-door wagon. The cars came and went, (some stayed) but he had also developed a keen interest in the Volvo, mainly because of the unique design of Volvo's top of the line 164. But, the draft called and the Volvo would have to wait.

Drafted in 1969, he managed to enlist in the USAF and was stationed at Williams AFB just outside of Phoenix. It was at this time he met Carol. They married in 1972. In April of 1973, Randy was discharged from the Air Force, the newlyweds moved back to Omaha and by June of that same year Randy finally placed an order for his first Volvo, a 1972 145 wagon.

The very next day, Carol announced that she was pregnant so, Randy immediately went to the dealer to ask for his deposit back. The Volvo would have to be put on hold for a while.

Carol and Randy moved to Scottsdale in 1987 and once again, put in an order for that Volvo, this time an 850R which was Volvo's performance offering at the time. This was the beginning of Randy's obsession with the Volvo.

Randy has owned more than 75 cars, most of them Volvos. He was so enthusiastic about Volvos that through the encouragement of Mel Filreis, he started the Arizona Cactus Chapter of the Volvo Club of America. It is still active today.

In 1986 he sold his 850R, Volvo's performance machine at the time, to friend Dino Aerostatico. Dino used a 1971 142E as partial payment. This is the model that Randy had lusted after so many years before and the circle was finally closed.

A Lifetime of Collectible Cars



Randy and Carol today



'31 Chevy



'56



'61 Ford



'64 Ford



'66 Ford



'67 Barracuda



'67 Ford



'70 Nova



'71 VW



74 Nova



'77 245 Volvo



'84 GLT



262 V8 Volvo



262 Volvo



'85 OR



1971 BSA



'87 245

Trivia Quiz

Q: What was the first official White House car?

A: A 1909 White Steamer, ordered by President Taft.

Q: Who opened the first drive-in gas station?

A: Gulf opened up the first station in Pittsburgh in 1913.

Q: What city was the first to use parking meters?

A: Oklahoma City , on July 16, 1935.

Q: Where was the first drive-in restaurant?

A: Royce Hailey's Pig Stand opened in Dallas in 1921.

ARC'S Social Page

The April activity for ARC will be a morning of Car Games. It will be held on Thursday, April 22nd at 9:30 at the Sun City West Christian Church at the corner of 151st Street and RH Johnson. There will be 6 games. They will include "Stop on a dime", "Wet T-shirt" contest, "Road Kill", "Car Hop", "Paper Boy", and "Rotate Your Tires". We will need help from some of the members in running the games, but more info will be forthcoming on GroupWorks. Prizes will be awarded to the winners at the self provided bag-lunch that will follow the games. (No potlucks until the Covid restrictions are lifted.

**Social Chairs-Pamela McGlaftin
and Diana Hudson**

**March Scavenger Hunt Winner
and Participants**



**ARC Display March 19th at the
"Sundome Plaza Merchant's Fair"
Thirty-eight cars attended
and earned ARC \$300.**



The Fire Saga

In the spring 2000, Randy's lifelong dream finally came true. He built a tilt bed trailer to haul his beloved 142E to car shows and pulled it with a Ford F-250 with a big 460 hp V8.

As Randy tells it:

In June of 2000 we were headed from our home in Scottsdale, AZ. to a Volvo Car Show/Meet in Southern CA. This was my first trip with a trailered car and my first California show with this 1971 Volvo 142e.

We headed West on I-10 to the car show. After driving a while I noticed what looked like flames through the louvers in front of the truck's windshield. I slowed down, pulled to the side of the road only to see that the flames were engulfing the front of the truck.

I told Carol to get out but with the wind coming from the Southwest it blew the flames into the cab towards her once she opened the passenger door. Between us in the cab we had a cooler on the floor and items on the bench seat so she was trapped. I grabbed her arm and jerked her out the driver's side onto the highway. I thought I might have pulled her arm out of joint as I did that, thankfully that didn't happen.

We went back to the Volvo on the trailer, and opened the trunk to get the fire extinguisher. You need that for a car show to have a complete set up so I did have one. However, I had removed the gas tank to reline the trunk floor and I had forgotten to replace the fire extinguisher. So, having my briefcase with the laptop in it and the digital camera in my hands I placed them back in the trunk and closed the trunk. (Yeah, I know what you're thinking) As we stepped away we saw the fire had moved from the truck to engulf the front of the car so we then just walked away to safety. Carol was crying and shaking hysterically.

There is a fish farm out there in the desert North of I-10; the two women who own and run it brought us water and helped calm Carol down. The women said they see this kind of thing on I-10 often from their farm. These were the only two people who stopped to help, the rest just whizzed by and some didn't even change lanes. We stayed as far off the shoulder as we could.

It took about 20 minutes for the fire truck to arrive. The firemen felt that the fire started in the truck's engine compartment on the driver's side.

CHP showed up just as the fire was out. He wrote up his report and then he drove us first West to complete his route then back to the McDonald's in Blyth. Once there we called our son who was in school in Prescott at Embry Riddle to come and pick us up. Well, our son didn't come directly to get us. He went into Scottsdale (our home) got Carol's 1996 Volvo 960 and picked up one of our daughters as well before heading to get us.

During the drive home and just after crossing the Arizona border our son was pulled over for speeding. For some reason the speed limit around the border in Arizona drops from 75 to 65 MPH. He was able to explain our situation and the officer did remember hearing the call about the fire so he just gave him a warning.

We returned to the auto junk yard at the General Patton Rest Stop in California to see what if anything was recoverable. We had lost all our belongings. Luckily I had my cell phone in my pocket, and yes we lost the laptop and digital camera. We lived with prescription sunglasses for two weeks, while replacement clear glasses were made.



I did however, find three rivers of aluminum in the bed of the truck and was able to get a few tools that were usable but the rest was history. I had a Volvo mechanic from Paris, CA get the trailer and car so I could have the engine which had so much done to it. I gave the mechanic the trailer for his effort.

The photo of the active fire was from a trucker who was Eastbound on I-10 and stopped to take the picture. The other two of the resulting charred metal was from the CHP officer who took us the 38 miles back to Blyth, CA. In the photo with the 2 tow truck guys, are the three rivers of aluminum on the ground; they are now hanging on our patio wall here in Sun City West, Az.

The truck was used with over 100,000 miles on it. The engine was a replacement and it only had clips to hold the injectors in. Once the car or truck came into a dealer for service those clips were replaced. So, could it have been a loose fuel injector line? I met a man who worked for Ford and he said that Ford had a problem with the heaters in the brake master cylinder. So could it have been that that caused the fire?

We never found out mostly because the truck was gone and Ford would not talk with me.

Still today when we drive I-10 we see the burn mark on the side of the freeway just before the Corn Springs Road Exit.

Carol gets goosebumps even when she's not paying attention/sleeping when we come upon where this all happened, it's like it's embedded in her soul.

Sadly, both Mel Filreis and Dino Aerostatico have passed since all this happened; they will never be forgotten. RIP young men..... We both are so thankful to be here today.





Welcome to "In For Repairs"!

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 stewelinda2004@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. Please keep the following individuals in your thoughts and prayers. If you know them personally, I'm sure they would love to hear from you.

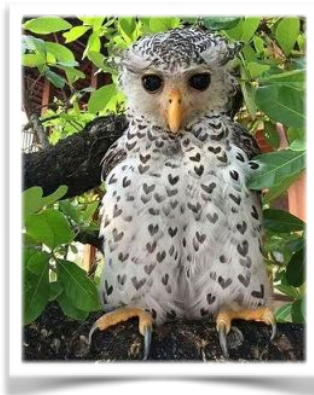
We know that many of our members are facing some challenges right now but wish to remain private. We are thinking of all you and wishing you brighter days ahead.

John Underhill (# 558) - Dealing with some health issues. Thinking about you and looking for a positive outcome, John.

Lauren Matley (# 16) - Always thinking about Lauren who is in hospice under palliative care. We keep you in our thoughts and prayers, Lauren.

Cal Busenitz (# 961) - We continue to keep Cal and Jodie in our thoughts as they battle their own health issues

Carol Van Lith (# 775) - Had two back surgeries, and is still in the hospital. Needs lots of good thoughts and prayers for a speedy recovery. Hope each day gets a little better, Carol.



STUDEBAKER WAS RIGHT

By
Dan Kuhl



Thomas Edison drives an electric car

J.M. Studebaker did not like gasoline powered cars. He said, "Gasoline powered cars are clumsy, dangerous, noisy brutes that stink to high heaven and break down at the worst possible moment." At the end of the 19th Century Studebaker was the largest manufacturer of wagons and buggies in the world. While Studebaker was busy selling their horse drawn carriages, others were looking at better ways to meet their transportation needs. One of the up and coming means of travel was the electric car. In 1900 the electric car appeared to have strong support with 28% of the 4200 cars manufactured in that year.

It is believed the first electric horseless carriage was made by John Davidson of Scotland in the late 1830s, but interestingly, it was never used as a means of transportation on public roads. By the 1890s the development of the horseless carriage was in the eye of many inventors. At the 1893 World Columbian Exposition in Chicago one of the six cars on display was an electric. In 1896 the Woods Company of Chicago produced the first electric cars available to the public. In 1898 Frederick S. Fish, son-in-law of J.M. Studebaker and Chairman of the company's executive committee, convinced the Studebaker board to invest \$4000 into the development of an electric car. Little came of this initial interest, however by 1902 Studebaker was ready to sell electric cars.

Studebaker's first electric cars were made by installing an electric motor and batteries into one of their carriages. To promote sales every car was sold with a 12 foot cord for recharging the batteries. However, this cord did not help the fact that it was difficult to find a place to charge your car's batteries with AC and DC current competing in the electricity marketplace.

Even though Studebaker went into a partnership with Garford to begin production of a gas powered car in 1904, electric cars were produced from 1902 until 1912. By 1908 Studebaker was third in automobile production behind Ford and Buick. The company produced about 1800 electric vehicles during this 10 year period.

Thomas Edison was so thrilled with Studebaker's electric car that he purchased the second car manufactured and drove it well into the 1920's. The first electric car is in the Studebaker National Museum. Studebaker produced electric vehicles of all types, including trucks. Gimbels Department Store in New York City (1887 -1987) bought a fleet of the electric trucks, reveling in the disappearance of animal husbandry and nasty horse exhaust.

So why did Studebaker stop production of electric vehicles? The two most obvious reasons are the self starter on gas powered cars and the fact that a gas powered car could be had for about half the cost of an electric.

**I've finally reached
"The Wonder Years"**

**Wonder where
I parked the car?**

**Wonder where
I left my phone!**

**Wonder where
my glasses are!**

**Wonder what
day it is??**

Coming Events to Remember

MAG Auction work April 30-May 1
Rodney Stokes ([602-492-3768](tel:602-492-3768)) of MAG Auction Group
is seeking workers for their Spring Auction
at the We- Ko- Pa Resort

WE-KO-PA CASINO RESORT
10438 WeKoPa Way, Fort McDowell, AZ, 85264

Rodney has 10 positions for Customer Relations. That would mean at the main gate and at the ticket office. There would be no "check-in" positions, but may be driving positions when the auction starts.

Positions are paid and ARC would not be given a donation for our volunteer work.

LARC Breakfast
Thursday, April 15
9:00 A.M.

Memo's in the
Bowling Alley
No need to reply, just come
and enjoy fellowship
with other ladies of ARC
Remember no
frangrances please

Bob Pratt's
Miniature Car Displays
in ARC cabinets
Mar/Apr Corvettes
May/June Miscellaneous
July/Aug Old Timer
Sept/Oct Chrysler Products
Nov/Dec General Motors

Remember when

Thanks to Curtis Larson for providing these fun links to days gone by.

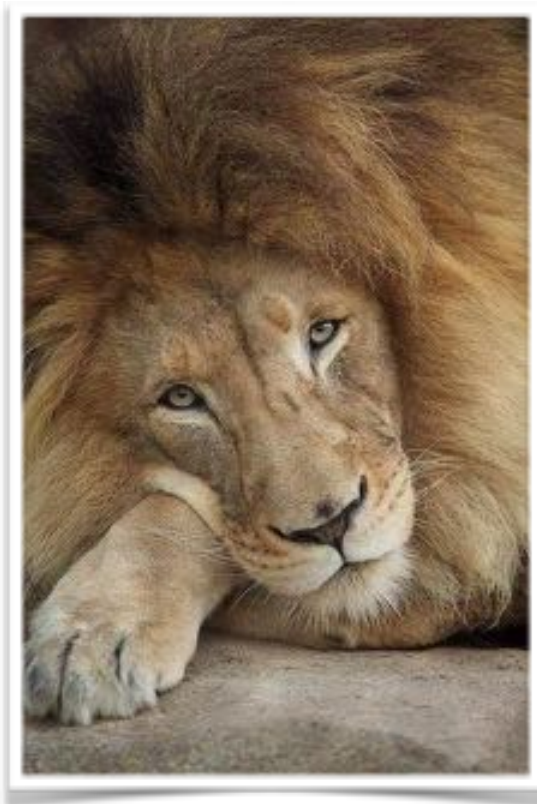
Paste each link into your web browser and enjoy.

Part One:

<https://1funny.com/classic-american-cars-party-tricks-1949-1962/>

Part Two:

<https://1funny.com/american-cars-party-tricks-1963-1972/>





For Sale!!!
1957 BelAir Chevy
2 door hardtop

New Crate 350 engine with rebuilt automatic transmission, new fuel tank new tubular front end suspension, Crager mag wheels with new tires dual exhaust pipes, very clean inside It's an Arizona rust free car just needs a fresh paint job A lot of extra parts go with it it's in above average condition asking \$27, 500.
 Bob & Patricia
 623-297-0764



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.

Obtain the order form(s) at the Monitor's Desk and pay ARC desk monitor



ARC CLUB CONTACT INFORMATION

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ARC Club

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Dean Lewellen, President

Dave Meyer, 1st VP

Ray Peterson, 2nd VP

Nancy Haviland, Secretary

Pete Mahnke, 1st Treasurer

Suzanne Jones, 2nd Treasurer

Craig Landers, Shop Manager

Bob Janis, Paint Shop Manager

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 WEBSITE <https://arcofscw.com>

ARC FACEBOOK Automotive/Restoration Club facebook

ARC EMAIL ARCOFSCW@gmail.com

ARC Newsletter contact - mikezackaroonie@gmail.com

or Ellen Zacko 623 374 3056, please leave message

A Message from Mike the Moose

A mind that is stretched by a new experience can
never go back to its old dimensions.
Oliver Wendell Holmes Jr. and Mike the Moose



Happy Spring!!



Special thanks to Ed Zacko for his
contributions to the newsletter each month

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
Ed Zacko - assistant editor