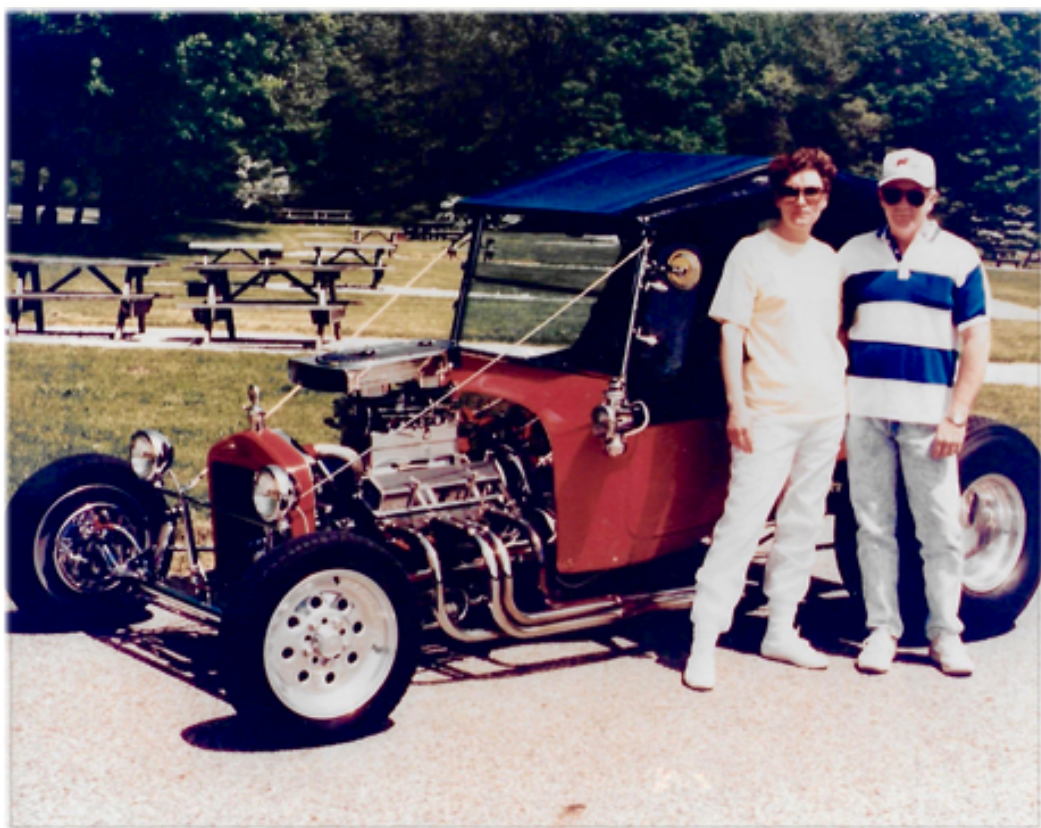


RUSTY NUTS

October 2022 Issue No. 90 Ellen Zacko - Editor

AUTOMOTIVE/RESTORATION CLUB OF SCW

**Bill Bramlett #902 has a
fascinating story to tell!!**



Read Downshifting on Page 6

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

BEHIND THE WHEEL

DEAN LEWELLEN, PRESIDENT



In preparing for the September General Membership meeting, I discovered ARC has accomplished several good things for members since our last General Membership meeting in May.

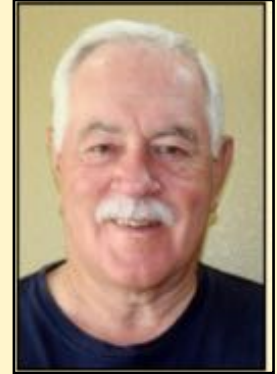
Our membership grew by 41 new members over the Summer to 662 as of September 20th. We completed several Shop upgrades—a new quieter Media Blaster filter-box , a 220 volt wire run for a welder plug-in on the north Shop wall, a Mixing Station upgrade for the Paint & Body Shop and a Member scanning/check-in computer system upgrade. We sold the 1925 Willys Overland, donated to ARC by Randy Robinson, at the May MAG Auction for \$11,000. The Rec Center Maintenance team upgraded the main-door locks for better building security and replaced all the sun sails in the Courtyard.

We had a social event every month for our “sweat-bird” members who remained in Sun City West all summer long. We celebrated Cinco de Mayo, the 4th of July, had a Pizza & Pasta Fiesta and a pop-up Ice Cream Social. We also started a “Cars & Coffee” event on the last Saturday morning of the month. Be sure to join in on Saturday, October 29th at 8:00 AM in the south parking area.

There are many events coming up. Look for the notices and sign ups in RUSTY NUTS, on Group Works, on the Club website, and on the pegboard wall at the Shop. There are several displays scheduled, a Get Out 'N Drive Day, the Annual Motors & Meals event, the Trunk or Treat event on Halloween, the return of the Cactus Derby and many more. Stay tuned for dates, times and event information.

Come on out, everyone, and “Let’s Have Some Fun”!!

Founder's Focus A Column by Herb Clark



Don't Miss Your Chance!

I am so excited about coming back to SCW in late October to help set up the final planning for the Cactus Derby! If you want to have a great time and compete in a fun way with fellow competitors on a course close to SCW, AZ, then sign up now. It is fun... it is a rally...not a RACE!

Gary Masak, a veteran Great Race Navigator and Driver, is in the process of scheduling training sessions for all. I suggest if you are on the fence about competing, sit in on one of the sessions. Gary is good! I taught him and now I LEARN from him. There will be two divisions, one for those who have some experience, and one strictly for "Rookies."

Here is a brief overview of what it is like. All cars will have a number (starting position). They will leave in one minute intervals. Each competitor must have a Driver & a Navigator. They will receive "Course Instructions" guiding them around the predetermined course. There will be "Checkpoints" along the course. Keep going! They are recording your time, not speed. The winners will be those who successfully navigate around the course and drive at the preset speeds. NO SPEED WILL EXCEED 50 MPH.



The Great Race, which this program is sort of designed after, charges \$6500 to compete in a 10 day cross country rally. Plus all expenses! Our price is only \$100 for 2 days, some meals and snacks included. If you do well, we encourage you to try the Great Race! It is FUN!!! Currently there is a waiting list to get in the Great Race!

The dates are **November 5th & 6th**. ANY CAR IS WELCOME! Sign up ASAP. We have a limited number of spaces. Get a friend and sign up! Contact Tom Jones 505-887-3430. Hope to see you soon! Herb Clark



Tom & Suzanne Jones



Gary Masak



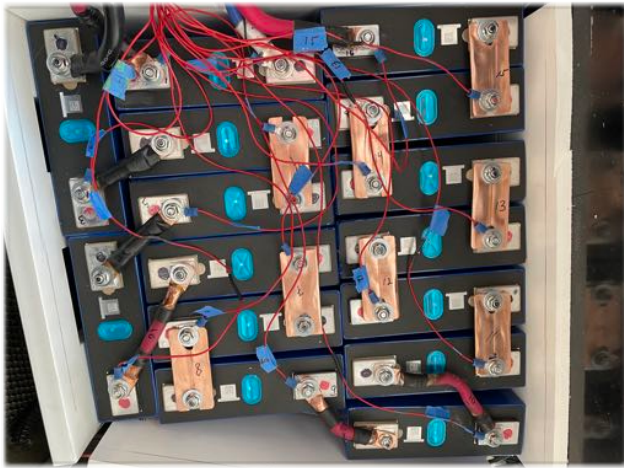
Herb & Pat Clark

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

Mike Bell is ahead of his time



Mike Bell takes on a big project to convert his Austin to an EV - electric vehicle. It is rumored that historic vehicles might not be able to be registered in the distant future because of emissions. Story Page 8.



November 5 and 6 Cactus Derby Go to ARC - sign the form and join this fun event today!!



Cactus Derby Registration
November 5th & 6th, 2022
This form must be completed and signed by each participant

ARC
 Automotive/Restoration Club of SCW

Driver's Name _____ Driver's Cell # _____
 Driver's Email _____
 Mailing Address _____
 City/State/Zip _____
 Navigator's Name _____ Navigator's Cell # _____
 Navigator's Email _____
 Vehicle Info: Make _____ Model _____
 Year _____ Color _____ Stock or Modified **Submit a photo of the vehicle & proof of insurance.**
 Comments _____

Division Requested (Check One): 1949 or Older 1950 – 1974 1975 – Present Sports Car
 The Tournament Committee will have the final decision on which Division a car will be placed. Later entries may be moved to a different group in order to keep divisions close to equal.

Entry Fee \$100 per car. 60 Car Limit. Make Checks payable to ARC of SCW.
 Mail Checks to: ARC of SCW, PO Box 5034, Sun City West, AZ 85376-5034
 Contact: Tom Jones; arcofsow@gmail.com; call 503-867-3430
At least one member of the team MUST attend Derby School on 11-3-2022 at 3PM

*******No sign up after October 27, 2022*******
 All Drivers must be 21 years of age or older and no car may have more than two adult occupants!
 Children 12 and under are allowed without penalty.
 Proof of Vehicle Insurance is required.

Waiver of Liability, Assumption of Risk & Indemnity Agreement: My signature below indicates that I understand there are certain risks involved as a result of my voluntary participation in this event and I knowingly assume all such risks and agree to indemnify and hold ARC of SCW and the Recreation Centers of SCW, Inc. harmless from any and all claims, actions, suits, procedures, costs, expenses, damages and liabilities, including attorney's fees brought as a result of my involvement in this event. In consideration of being permitted to participate in this event, I, for myself, my heirs, personal representative or assigns, do hereby release, waive, discharge, and covenant not to sue ARC of SCW and the Recreation Centers of SCW, Inc., its officers, employees and agents, from liability from any and all claims including negligence resulting in personal injury, accidents, or illnesses (including death) and property loss arising from, but not limited to, participation in this event. I have read this waiver of liability, assumption of risk and indemnity agreement, fully understand its terms, and understand that I am giving up substantial rights, including my right to sue. I acknowledge that I am signing this agreement freely and voluntarily, and intend by my signature to be a complete and unconditional release of all liability to the greatest extent allowed by law. In addition, by my signature below I relinquish any and all rights to photos and/or videos taken at this event.

 Signature of Participant

 Date

 Age if Minor

 Signature of Parent/Guardian of Minor Participant

 First Name of Parent/Guardian of Minor Participant

 Date

ARC of SCW • PO Box 5034, Sun City West, AZ 85376-5034 • 503-518-3228 • arcofsow.com

Downshifting Bill #902 and Sharon Bramlett

Members arrive in Sun City West and ARC after traveling many diverse career paths. Bill Bramlett began his working career in theater. Bill's first job was at the Circle Theater in Indianapolis as an usher for fifty cents an hour in 1961. When Bill tells it, it sounds like a joke but, hey Bill, anyone even remotely associated with theater knows full well that every job in theater is part time. Remember Johnny Carson began his career at NBC as a lowly page and he did not even make fifty cents an hour so you were well ahead!

Bill must have had the car bug early on and a life in theater would obviously not support such a habit. The next logical step was to move on to pumping gas. Bill went partners with his grandfather in the Deep Rock Filling Station on the main truck route between Kentucky and Tennessee. The station made five cents for every gallon of gas pumped and the money rolled in. Business was great while it lasted but sadly, after two years the Deep Rock's landlords sold the property and the station went out of business.

A few years later Bill found himself working at Ely Lilly & Co as a janitor and order runner. He also took part time work for the Indianapolis Airport Authority as a parking garage supervisor. "My main job was run around and pick up money!" It was here that he met a pretty little parking attendant and said to himself, "I want to marry that girl!" - and he did, in 1979. He and Sharon have been together now for 43 years. Between them they have 6 children, 5 grandchildren and 3 great-grandchildren.

Bill's career at Lilly blossomed. Over the next fifteen years he worked his way up to group leader and was transferred over to their aeronautic division, to maintain their extensive private fleet. This included two G-4 Gulfstreams, a G-2 tip tanked Gulfstream, two Gulfstream IV's, a 32-passenger British Aerospace with a crew of 5, a Gulfstream Turbo-prop, and a Beechcraft 200. It was quite a fleet to take care of. He was soon promoted to purchasing. Now the aviation bug hit Bill hard so he bought his own plane, an Aero Commander 180. "That plane had everything. It was a two-tone green four seater, with a Lycoming 360 engine and a full instrument package. I obtained my full instrument rating and flew that baby to work every day until I retired."

Bill's original plan was to retire to Florida. He was so excited to get down there that he and Sharon bought a small house a few years before retirement. Once retired from Lilly, they moved into the Florida house and Bill landed a job at Jug Creek working on a 40' pontoon boat as second mate. They were just getting settled in Florida and Bill had just paid \$15,000.00 cash for his own 24' foot boat when he was knocked down by a stroke. In 1999, the Bramletts left Florida behind and relocated to Sun City Grand. In 2004 they moved to Sun City West and found ARC.

Bill bought his first car in 1963. It was a '55 Chevy Two Tone Hard Top, red on the bottom, white on top. It was a simple car with a 265 cubic inch engine, a two-barrel carb and power glide automatic transmission. The car was tame but Bill evidently was not. He had just gotten his learner's permit and was out riding with his mother when he got his first ticket. His reaction was: "I immediately replaced the 265 with a 327, bored .040 over." He added a high rise manifold with two four-barrels, headers, racing cam with all that goes with it, and topped it off with a Muncie 4 speed and a 4.11 rear end. It was painted candy apple red with a black and white pleated interior, a real carter!" Bill drove it all around town and would simply park it, look at it and get more tickets! "After four tickets I lost my license for six months and then two more tickets later I lost it for a full year, bummer! I kept that car for five years!"

Other interesting cars along the way were: A1923 T-Bucket with A 350 Engine, headers, pumpers, racing cam and an instrument panel Bill made out of wood burl. "It was a trophy winner and a real wheelie. I could raise them a foot off the ground. My 1929 T Ford Sedan, was stock. The body was gray with black fenders, and it had klaxon horn, mechanical brakes and a four cylinder engine. I had to learn to drive all over again. I had to sell it, not fast enough for me."

Bill seems to have adopted ARC big time. He manages to attend every car show and general meeting and has also commandeered the desk monitor position each and every Friday morning. "ARC is the best club around. Everybody should join ARC!" ARC has turned out to be the perfect place for Bill. When I asked his favorite car, he didn't hesitate for one second: " My 1969 Plymouth Road Runner with a 440ci engine, 3 Holly two-barrel carbs and a 3.23 rear end. It was white with a black top, and had AC but no radio or power steering - a real strip down model. I couldn't put up with that! I bored the engine .040, added an ISKY racing cam, a high-rise manifold with 2 Holley 750 cfm double pumpers, headers, and a 4-11 rear end, and anything else I could find! It was Faaaaaast!!!!!! A Road Runner like that today is a \$150,000 car. Only one other car beat me by half a length. I'd love to have that car back. It was one badass car! Sure brings back the memories for me."



Trials and Tribulations of Converting an Austin to Electric By Mike Bell

I had thought about converting our '34 American Austin Roadster to electric for the past year or so. It's a joy to drive around in our local community, but my left knee suffers after the drive from having to double clutch all the time. Verda and I belong to the IOWA (Isle Of Wight Austin, UK) Club. One of their monthly newsletters had an article about electric conversions and a web link for someone in the US who converted a Model T.

Being fortunate enough to live in Sun City West, AZ, with the Metal Club, Wood Club, and Auto Restoration Club (ARC), I used the resources and machinery in all three clubs. Plus, there is a plethora of knowledge with members of these clubs. Fortunately, I came across one member, Jack Thielke, who is a retired electrical engineer and auto buff, and is very knowledgeable in EV conversion. He also taught electrical engineering at some community colleges. Jack did the work of designing the motor brackets, wiring diagrams, determining what would be needed and how to put things together. I was basically the "Grunt" doing what had to be done as most (if not all) of the electrical aspect was way above my level of expertise.

Tools/machinery used in this job included: table saw, wood band saw, pocket-hole jig, welder, CNC milling machine, drill press, metal band saw, metal lathe, car lift, and engine hoist - machines most of us don't have in our garage.

I had a major problem right off the bat. I ordered the motor and controller online from Golden Motor, China in February 2022. When it arrived a week later in California, I had to pay an extra \$30 for increase in ground transportation. Not a big deal as there were nationwide problems shipping items in February. Then I had to pay an extra \$408 for Import Tariff Fee. I was stuck between a rock and a hard place and had to pay this to get the items. **Do not order anything from Golden Motor, China.** Order instead from Golden Motor, Canada. 1) they speak English, 2) no additional shipping fees, 3) no Tariff Tax to be paid, 4) if there are any problems, you can talk to them on the phone, 5) they order their parts from Golden Motor China anyway.

After pulling the engine/transmission, a frame was made from 1 ¼" perforated square tubing and attached to inside the firewall. A ½" aluminum plate was bolted to the motor, which was then bolted to the square tubing. The motor is installed behind the firewall does not protrude into the engine compartment. After this, the driveshaft had to be extended about 1 ½".

At the Metal Club we used the CNC Milling Machine for drilling holes and cutting slots in a circular piece of ½" aluminum. This disc was bolted to the motor flange and the rubber U-joint to the driveshaft. After this was all completed,

We discovered a traditional universal joint that would have fit on the motor shaft and connected to the driveshaft. It might not have been necessary to lengthen the drive-shaft and mill out the slots on the aluminum disc if we had discovered this earlier. Since the motor is water cooled, the radiator hose openings had to be reduced to the size of the tubing with the motor.

A pan needed to be constructed for the batteries to sit on. We decided to use PVC boards instead of wood or metal as they would not rot or possibly cause electrical problems with the batteries. Perforated angle iron was bolted to the bottom of the pan boards to give more strength and help prevent them sagging from the weight of the batteries. Some PVC boards were resawed to ½” thickness and attached to the firewall to keep the batteries from touching the metal. Since the frame is a trapezoid shape (front narrower than the back) it was not necessary to bolt it to the frame. The firewall keeps it from sliding back, and the narrower front keeps it from sliding forward. The weight of the batteries keeps it from jumping up out of the frame.

We decided to use 16 Lithium Iron Phosphate Batteries. The battery pack and alignment that looked the most promising was 8 batteries x 2 deep. The size listed online was: 17” long x 13.75” wide x 8.5” high. Before ordering, a mockup of the batteries was made out of cardboard to see if it would fit in the engine compartment. This arrangement would just barely fit.

The batteries were arranged on top of the PVC pan. A PVC box was made for the batteries to sit in. The front section of the box, behind the radiator and driver’s side of the box, was a rail and stile construction to allow air flow from the radiator to help cool the batteries. Before final installation, the passenger side PVC board was set down on a table to figure out where to place the BMS (Battery Monitor System), the Controller, 48V Contactor, and 48/12V Converter. These had to be on the passenger side due to interference of the brake mechanism with the motor cables and cooling tubes on the driver’s side. This box was placed as close as possible to the driver’s side to allow as much room as possible on the passenger side of the engine compartment for all of the electrical components.

We originally arranged the batteries in 2 rows of 8 in this box. After the final battery charge, there was some swelling of the battery walls (which is normal). This made for a tighter fit and some of the batteries would be rubbing against the radiator. We rearranged the batteries and one had to be placed on top. A PVC board was constructed for the top of the box for a battery, battery charger and horn to set on. This board is screwed to the side and front walls, making everything attached. I will eventually make a new top out of Plexiglas so that one can view the batteries and wiring.

The driveshaft was put back into the differential and bolted to the aluminum disc/flange collar and motor. After everything was put together, we put the rear axle on jack stands. Jack plugged his laptop into the Controller, which is the brains for the electronics, to make modifications and adjustments. When I pushed the throttle down, the motor turned on to full speed and off, no gradual ramp up and down. I did this three times and the flange collar coupling on the motor snapped. We decided this happened because with the wheels spinning and the motor turning on and off, the centrifugal effect of the wheels caused the flange to break. Since the driveshaft was no longer connected, we continued trying to accelerate the motor. When the throttle was engaged the motor would turn on and off as the throttle was pushed down. It would not accelerate or decelerate like it should. The readings Jack got from the Controller were not what they should be. I called Golden Motor Canada and explained the problems to them. They said to send the throttle and Controller to them to check out. The throttle needed adjustment and the Controller was faulty. They fixed the throttle for free since I bought it from them, and ordered another Controller from China. If I'd bought the Controller from them in the first place, there would have been a free exchange. The replacement came from Shanghai, China and took an extra 4 weeks due to their COVID quarantine shutdown at the time. While waiting for the new Controller, Jack moved back to WI for the summer. When it arrived, I did know how to wire it and it worked! The motor accelerated and decelerated like it was supposed to. The drive shaft was reattached and the wheels turned like they were supposed to. The final wiring for the brakes, and connecting cooling hoses from the motor to water pump and radiator, was then completed. All to be done now is build a cover over the motor and attach the foot throttle to the floor board.

When pricing this out there was a place in FL that would charge \$6,000-7,000 plus batteries (\$3,000-4,000) for a conversion. Total cost: \$9,000-\$11,000. Plus, you paid for shipping to and from, and needed to remove everything under the hood before transporting. I discovered, after starting this project, there are places in the Phoenix area that do electrical conversions. I read that their costs are around \$10,000. We estimated before starting that doing it myself, with my Guru Jack Thielke of course, the cost would be around \$7,500, which included batteries.

Hindsight is always 20/20. If I had it to do over again by myself, I would think twice about it! If you don't have the knowledge and expertise in this matter (or have a friend like Jack who does) I would recommend having it done professionally. There are places out there that do this.

Without the help of fellow ARC members like Jack Thielke, Chuck Ulbrecht, and Gordy Monten, I know I wouldn't have been able to do this project by myself.

**ARC General Meeting
Tuesday October 18
2 PM RH Johnson Social Hall**

A link from Paul Burier
Conversion of a VW Beetle to EV in one day -
Sit back for an hour and see how it is done.

https://youtu.be/ZVtOss1U7_s

Another link from Paul shows EV's complications
Electric Vehicle Cars are becoming a reality for everyone -
Mike's article is amazing

Paste this YouTube link into your browser for a
scientist's look at the pros and cons of the costs of EV

<https://youtu.be/wDOI-uLvTnY>



ARC'S Social Page

Sunday, October 2nd, is the annual National Get Out 'N Drive Day

The event is held on the first Sunday in October across the nation in many communities and towns.

Shine up your ride and meet up in the ARC Building Parking Area at 1:00 PM and let's have a cruise around the community to celebrate the day and burn off some of that \$5.00+ fuel we have been saving.

Sundome Plaza Parking Lot

October 7th, 2022 - 9:00 AM to 1:00 PM
Car display

2022 Beeline Cruise-In Car Show

Green Valley Park
October 7th, 2022 - 8:00 AM to
October 8th, 2022 - 2:00 PM

SCW Assisted Living Car Display

13810 W Sandridge Drive, SCW
October 27, 2022 - 1:00 PM to 5:00 PM

Trunk or Treat

Join your fellow ARC members at Riverview Elementary School for another fun Trunk or Treat.

On Friday, October 28 at 5:00, we will gather at the school and hand out candy to the kids. Dress up your ride and put on a scary costume. All candy will be provided by the school and ARC.

There is a sign-up sheet at the ARC shop. Space is limited so please let us know soon if you will be attending.

All Corvette Car Show

Midway Chevrolet
2323 W Bell Rd, Phoenix
November 12, 2022 - 8:00 AM to 2:00 PM

Synchronizers*

Ron Rada (#157) Foreman



If you travel the highways of the world and see a Model A Ford painted Red, White and Blue, it was probably owned by Ron and Joyce Rada.

Ron was born in Portland, Oregon and played trumpet in the University of Oregon marching band. After graduation, he enlisted in the Army and served for 25 years, attaining the rank of Lt. Colonel. Upon retiring from the military, he went on to a 23-year stint as a financial advisor for Edward Jones.

His prior automotive experience came from owning several different vehicles as well as supervising four different Army motor pools.

Ron has managed to combine his love of cars, the Model A, and his love of country into one idea: his collection of not one but three Model A's finished in the patriotic theme of "Red, White and Blue." He and Joyce also bought, donated and spearheaded the Model A pickup that is the official ARC vehicle. Since the opening of the ARC building ten years ago, Ron and Joyce, dressed in coveralls, could be found working side by side on one of the various Model A's. "Model A's are easy to work on and you always know what you're looking at."

Sadly, Joyce passed away last year after a long fight with Huntington's disease. Along with Ron, she could be found in her coveralls helping to restore one of the various Model A project cars, and serving regularly as desk monitor where she enjoyed being "one of the guys."

Ron regularly serves as shop foreman, and is club treasurer and a trainer of monitors.

***People who keep the gears meshing allowing ARC to move forward.**

2023 Dream Car Raffle

**Win
This
Car.**
in the
ARC
Automotive/Restoration Club Of SCW
**2023
DREAM
CAR
RAFFLE**



Get your raffle tickets in the ARC building
Only 5000 tickets will be sold
\$20.00 each
6 for \$100.00
You can't win if you don't play!

A man, a miss
A car, a curve
He kissed the miss
And missed the curve
.....Burma Shave

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 stvelinda2004@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.

Zane Childress - Our honorary member is once again going through difficult health issues involving a tumor in his neck. As always, Zane and his mother, Michelle, are special friends of ours, and we keep them in our prayers.

Annette Oman (Wife of Jeri - #74) We are thinking of Annette as she is dealing with some health issues. Hoping each day gets better, Annette.



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.

GETTING A HANDLE ON THE RECESSION OF 1938

By
Dan Kuhl

According to *Automobile Topics*, a trade paper from March 14, 1938, "The collective population of the United States would have to be deaf, dumb, blind, and stupid to not be fully aware that last week was National Used Car Exchange Week." Another trade paper stated that "Exchange Week" offered savvy car buyers the latest in comfort, safety, and economy.

In 1936 Studebaker signed an agreement with Raymond Loewy that initiated a relationship that would last on-and-off for the next 25 years. His company would design Studebaker's exterior while the renowned Helen Dryden would design the interiors. According to the December 1937 issue of the *Magazine of Art* the new cars manufactured in 1938 were disappointing, with the exception of one, Studebaker, who manufactured the best looking model for that year. But sales for 1938 would tell a different story for Studebaker, with sales dropping from 98,000 cars in 1937 to 46,000 in 1938. In the final analysis Studebaker's design team did little to arrest Studebaker's economic downturn, affecting all Americans, who were also concerned about the pending war in Europe. (As a side note: for Studebaker, 1938 was a recession year as was 1958. In both cases the recessions were followed by very successful small car introductions, the Champion in 1939 and Lark in 1959.)

The car dealers claimed there were too many jalopies sitting on their lots, so with weak new car sales and a glut of used cars on the market, the auto industry decided they had to do something. To get the ball rolling, President Roosevelt met with leaders of the automobile industry including Paul G. Hoffman, President of Studebaker, at the White House to develop a plan to improve new car sales and give the overall economy a needed jump-start. The answer to the problem was to declare "National Used Car Exchange Week". Activities planned for the week of March 5-12 included burning piles of unwanted old cars, parades, and economy runs.

As one would expect, much of the hoopla was centered in Detroit, (see cartoon involving Michigan's logging industry) but many other cities across the country had festivities planned to celebrate this first-of-its-kind event. One thing was for sure, it was going to be a huge joint effort to show the world that Americans could work together to solve an economic problem and get laid-off workers back on the job. Because it is believed the auto industry was instrumental in resolving the symptoms of the Depression earlier in the decade, many believed the automobile was the answer to the 1938 recession.

After the week had ended, it appeared the whole country had been involved. In the Twin Cities (see photo) a pile of old cars burn as a policeman plays taps. In San Francisco the story was the same; piles of cars were burned on the hills around the bay. In Washington D.C. old cars were paraded up Pennsylvania Avenue past the White House. In another city cars were run down a hill careening into a massive pile at the bottom, and at another the old cars were driven or pushed off a cliff. Other activities used to generate interest in "Exchange Week" included sky writing, mock funerals, and special menu items in hotel restaurants. Event stickers were added to Western Union telegrams. Even South Bend and Studebaker got into the act. Studebaker built a special truck loaded with modern shop equipment that toured the nation during "Exchange Week" (see photo).

So, how successful was National Used Car Exchange Week? Early results published in the trade papers claimed the event was a success, but based on the sales drop recorded in 1938 one would have to question its success. Just maybe, it prevented sales from being worse than they were.

Could an "Exchange Week" happen again? It is doubtful because of the influence of foreign car manufacturing and our global economy, and besides there is no way burning of large piles of junk cars would be permitted.

In closing, I want to thank our SDC members who have kept and restored 1938 Studebakers so we can all appreciate their special beauty, and say finally, we are lucky to have the many pre-war cars we have with the efforts to remove them from circulation described herein, and the many old cars lost to the scrap metal drives of WWII. Lastly, we need to remember times were different back then. Nobody worried about how long something would last; many citizens bought a car hoping it would last forever, resulting in many antique cars being saved for posterity.

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Unknown author. (1938, April). National Used Car Week. *Ford News*, Vol 18, 75-77.

Note: *Automobile Topics* and *Ford News* were obtained at the Detroit Public Library.

AS IN MANY OTHER CITIES, THOUSANDS OF OLD CARS COMMENCED THE USED CAR DRIVE ON MONDAY MORNING IN ST. PAUL. THE BEGGER'S BELLS RANG AT THE NIGHT MARKET IN COLUMBIA MADE THE DRAMATIC PICTURE AT PARADE

AMERICA CELEBRATES NATIONAL USED CAR EXCHANGE WEEK



This Studebaker truck carries a wealth of modern shop equipment, which is being demonstrated at Studebaker's fifty used car clinics being carried on throughout the Country

Don't lose your head
 To gain a minute
 You need your head
 Your brains are in it.
Burma Shave

**LARC Breakfast
Thursday, October 20
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
fragrances please**



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

Every car needs a Car Dash Display - get yours today!
Especially if you are in any car shows



Car Dash Example



**The Rusty Nuts Team and Mike the Moose
want to thank the members who
have contributed to our monthly editions. Send your
contributions to mikezackaroonie@gmail.com**



Deborah Ray - proofreader, Ellen Zacko - editor, Ed Zacko - assistant editor

We welcome ARC members to our team with good ideas every month!

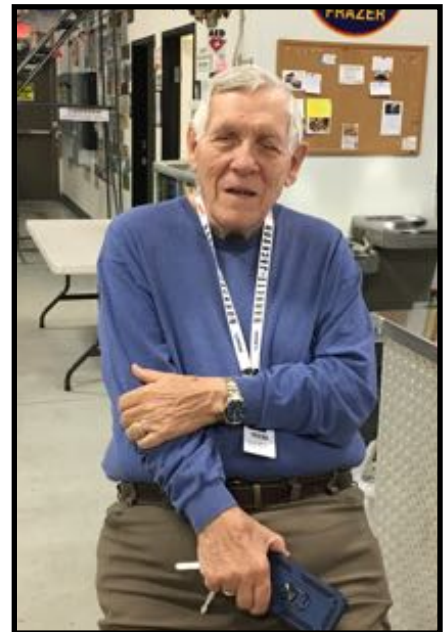
Dan Kuhl
regular contributor



Paul Burrier
Shares fun ideas from the past



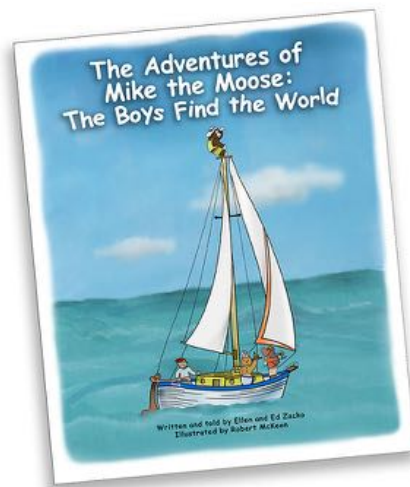
Jim Hensch's
Synchronization



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****Dean Lewellen, President****Dave Meyer, 1st VP****Ray Peterson, 2nd VP****Nan Janis, Secretary****Ron Rada, 1st Treasurer****Suzanne Jones, 2nd Treasurer****Craig Landers, Shop Manager****Lee Schwartz, Paint Shop Manager****Craig Landers, Safety Committee Chair****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, to leave a message**

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

We think, mistakenly, that success is the result
of the amount of time we put in at work,
instead of the quality of time we put in.
Arianna Huffington and Mike the Moose



**The holidays are around the corner!!
Mike's story is for sale at the new PORA store.
Grandchildren love this adventure book!!**

Rusty Nuts is *your* newsletter. Thank you for 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