

WELCOME BACK!!

**CONTEST
INSIDE!**

Ed Zacko

RUSTY NUTS

“Two Years Already?” President Craig Landers

The past two years have just gone by so quick and I will time out after one more year as your President. (Term Limits are 3 Years)

Have you thought about becoming a Board Member or President? It's been a very rewarding experience guiding ARC and meeting You!

We are in process to start Phase 3 — Ron Rada, our 2nd VP, has all the info, update at the September General Meeting. There is a short article in this *Rusty Nuts Edition* to get a bit caught up. Basically it's our Showroom with add-on benefits — Anna's Courtyard.

Charitable Contributions will almost 10 fold by the time the loans are paid.

Your efforts, You, made this possible.

Welcome back everybody, hope everyone is enjoying the nice WARM weather this summer....except you birds...despite the weather *The Shop* has been very steady, especially the long term projects, we still have a waiting list for long term so if you want to get a long term project started, get a hold of me. Remember it is 74 degrees year around in the shop.

The Raffle Car sales has been very good besides the hot weather, John, Mike, Fred and others have been going to local events here in SCW and been selling quite a few tickets...VERY NICE... About four of us went to the Prescott car show with our cars and the raffle car, John Kunch sold around 25 tickets, not bad because the weather was 95 degrees + both days and there was not a good turn out of the walk through crowd. All said and done that car show is always nice to go to...LOTS OF NICE VEHICLES...and a big swap meet. I did get to see Warren Burdine (Member #57) he is a snow bird up there and he's also a Member of Prescott Antique Auto Club. I think he's our only Club Member with this distinction.

I have been buying a lot of specialty tools this summer (not going to name them all) so if you need a special tool ask me or any of the Foreman's. REMEMBER put tools back where you got them!!!

Shelly and Gary have been keeping us fed well during the summer, they have these pop up lunches every now and then for the people working in the shop, they are NOT announced, so if you happen to be working in the shop that day, you can grab a bite.

That's all for now for now...ENJOY, see you at the General Meeting
Sept 16th Social Hall RH Johnson 2pm.

Front Cover Center: Ed Zaco on the Mop, did you know that Rusty Nuts Emeri Ed and Ellen are Sail boat enthusiasts?? (#29 and #899)

Rear Cover: Mighty Fine Ford owned by Member#1557 Jerome Solam



1966

For Your Bulletin Board

Hang up this Quick Reference for Future Events and What's Goin' On.....

On Going Events

ARC Coffee & Cars 8-10 am Last Saturday of the Month

Western Bank Mini Car Show 10-1 pm Every 3rd Friday, Pizza and Drinks for those that bring their Car!!

The Sun City Cruise-In Wednesday evening from 5pm to 9pm at Arbys, 17032 N 99th Ave

Sam's Club every Friday Night

67th and Bell every Saturday Night

Membership Meetings

The General Membership Meetings are the *Third Tuesday of each month* starting this September 16th. They begin at 2pm Social Hall RH Johnson.

Sign Ups Volunteer at The Shop

If you have time to be a Monitor, Floor Monitor or a Shop Foreman come into

The Shop and sign up or the easy way from Home, sign up online through:

SIGN UP GENIUS <https://www.signupgenius.com/register>

Maestro Gary Masak is back!

and this year it's on Feb 14th, so take your Honey on a Valentines Date. Remember: Volunteerism=Camraderie=Well Being while doin' Fun Stuff! *Here's the Sched, get involved:*

The Car Show Follow up/Pre Plan/Meetings for the Remainder of 2025 : Tuesdays at Beardsley's Chicory Rm, 8 am: Sept 16, Oct 7, Nov 11 and Dec 9.

The Best Car Show West Valley (it really is...)

STARTING JANUARY 6th 2026: —weekly Tuesday Mornings—until February 17th.

Meeting start at 8am, *Beardsley Rec Center in the Mesquite Room*.

Subsequent follow ups: Sept 15, Oct 6 and Nov 10 2026.

Board Meetings

The First Welcome Back Board Meeting will be held at *The Shop* September 15th 8:30 am.

Subsequent: Kuentz Center's Kiva Room, OCT.15; NOV.12; DEC.10; JAN.14; FEB.11; MAR.11; APR.15 and MAY 13 2026

Attention:....New Phone# For ARC: 623-544-6054



You Light up my Life

By Dan Kuhl

Debbie Boone sang a love song with this title. It was chosen for this article because of the importance headlights play in establishing the automobile's usefulness.

Before the automobile, candles and oil burning lanterns lit up your life while driving your carriage. During the transition period in the late 19th Century, kerosene burning lanterns lit the way for America's first automobiles. This lighting was poor and really provided a signal to other drivers, carriages and to pedestrians along the roadside.

Beginning in the early 20th Century acetylene headlamps were common while in Europe electric headlights were in their infancy. These electric lights were powered by a dynamo that ran off the flywheel; it was *the only* electricity application on these early cars. The gas for the acetylene light was generated by dripping water on calcium chloride in a small container. Acetylene was common in most automobiles manufacture until 1912. They had many problems however, keeping them lit in cold weather, gusty wind, and rain.

From 1900 to 1911 the many advancements made in electric headlamps followed developing household electric lighting. The first headlamp bulbs were quite simple, using a carbon filament contained in a vacuum. It was not until 1912, when the first electric wire harness and electric starter were first installed, that electric lights became more common in newly manufactured automobiles. It is important to note that at this time the left-side driver position was established, which greatly simplified further electrical development.



At this time most headlamps used a 21 candlepower bulb. In 1915 tungsten filament bulbs filled with nitrogen were first used. The nitrogen improved the longevity of the tungsten filament. Shortly after this development, concern for the oncoming driver was met with devices or methods for diverting the light beam away from them.

The 1920s saw many drivers on the road who wanted to drive the open road and drive at night. In 1926 Americans were ready for the opening of Route 66. At that time the two main concerns continued to confront further development, maximizing

light for seeing ahead of the vehicle while minimizing glare in the other drivers eyes. Before 1924 all headlamp bulbs contained a single filament (see Mazda Bulb Image). After that year development of a low and high beam lamp began. The

Authors Note:

Mazda was the most common name in single filament light bulbs in the early 20th Century. Notice the many sizes and shapes. This name has nothing to do with the car by the same name, manufactured today.

WELCOME BACK!!

WHAT DID YOU MISS?

"The Three Supervisors" Carl, Jim and Doug were actually just taking a break from The Shop Clean-Up Day and partaking in Lynnette Saylor's luscious home made Coffee Cake, yep there were Do Nuts and Coffee but..but...that Cake!

Oh yeah... I forgot, the Clean-Up day was a success, a lot of us showed up and the 'work' went quickly.

I have never seen a more organized. clean shop such as our ARC! Come on in...



The Supervisors



Tony



Rod



Morris



Lynnette
Secretary ARC

Jack

We had HEAT, Great Sunsets and some Car Shows still continued but trailed off a bit and I found out where Sam's Club attendees hid, *inside eating Ice Cream!!*

Monday Morning Breakfast Club. We meet about 6:30 and the Hole 'N One does cook a great order at a good price. Coffee is *FINE* Too! Ask Tom Jones.

From front Left, Tom, Tony, Eugene, Will, back R, Frank, Bob, Walter and Jay with that *Fabulous Ford Merc* in the parking lot!



Hole-N-One Lunch & Dinner Specials	
11:30 Mon. - 8:00 pm.	
MONDAY	
Pot Roast	\$13.99
Meatloaf	\$12.99
Cheese & Tomato Soup	\$9.99
<i>Wine/Beer \$2.00</i>	
TUESDAY	
Caftfish (AT you can eat)	\$17.50
Egg Salad	\$14.99
Lasagna	\$11.99
WEDNESDAY	
Egg Salad Sandwich	\$9.99
Steak	\$19.99
Wings	\$13.99
Hot Wings	\$14.99
Hot Wings	\$12.99
Hot Wings	\$11.99



Need some help with getting your car started? Batteries seem to just quit without warning here in the desert and Randy is ready!

Randy Robinson will be here the rest of the Summer and Dan Kuhl will return soon



Randy

to lend a hand.

So if you need help with your battery or some other car related issue, give him a call at: 206-819-8655. When Dan returns: 602-757-2625

“In For Repairs”

by Steve and Linda 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.

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

Don't forget to let me know if you hear of someone I should be in contact with.

Some of our members have had a challenging summer. We hope that they are all on the mend and doing what makes them happiest.

We wish them feel good days ahead.

Jack Saylor (#1699), Mike Harwell (#1540), Gary Alwes (#549) and Rick Popp (#1866)



Lights cond' high beam filament was on the focal point and the low beam made its pattern down and to the right. This focal arrangement continued until the middle 50s in US headlamps.

By the mid 1930s many states had regulations to control glare. At this time headlamps were many different sizes and glare was controlled by the inventor's latest craze. In 1937 France mandated yellow headlights that would be in use until the early 1990s. Supposedly, the yellow tinted glass reduced glare.

By the late thirties dissatisfaction with headlights had reached an all-time high. At this time there was a silvered metal reflector that tarnished and had to be polished. This was not a proposition the public was happy with. In 1939 sealed beam headlights were introduced. Two technologies were introduced in the sealed beam light. Some had a metal deflector that was phased out in 1954 and the other was made entirely of glass that was in use until 1983. Finally, a noteworthy characteristic of the sealed beam bulb agreed upon by the industry was a seven inch diameter.

Although the sealed beam head light would have a long history of use, it did undergo a number of changes. In 1954 the output of the high beam was increased from 40 to 50 watts while the low beam was increased from 30 to 40 watts. To compensate for the compromise in optics with both beams in one bulb, in 1957 a four light system was developed. The head-

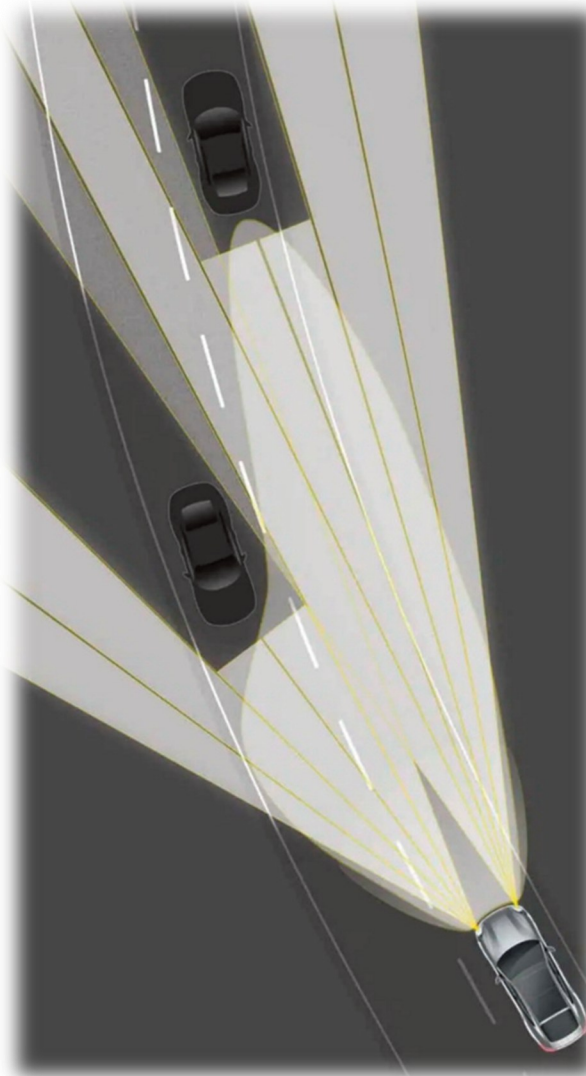
lamps were smaller, 5.75 inches, and the high beam bulb was given a second filament to add fill-light when using the high beam. Lastly, in the early 70's halogen gas was added to the sealed beam to allow the filament to burn brighter and hotter without shortening the life of the tungsten filament.

In 1974 the National Highway Traffic Safety Administration permitted the use of a new rectangular four-headlamp system, 4 inches by 6.5 inches. It was at this time that a switch to plastic headlamps was made. This newly approved design used a glass bulb filled with a halogen gas with the same tried and true tungsten filament. The new plastic lenses and housings provided improved headlamp performance and increased styling flexibility.

In the eighties it was the computer that made the most significant advancement with the introduction of optical computer-lighting programs that generated patterns without the use of optics.

The 1990's saw the introduction of "xenon headlights" High Intensity Discharge (HID) headlights. These headlights were most common in high-end automobiles, and offered the driver extremely good visibility from their white light, but glare problems for older people with some forms of eye disease found them hazardous.

In the 21st century the manufacturers turned to a new high intensity Light emitting diode (LED) that began in taillights at the end of the 20th Century. Of course, these new



Author's Note:
This image depicts driving beam technology (ADB) that uses computers and cameras to direct the light beams around oncoming traffic, virtually eliminating glare.

End of Lights LEDs were much more powerful. But the big news for the modern motorist is that we have gone back in time to 1948 when the Tucker had a center headlight that turned so you could see what lay around a corner. Today we have rotating lamps that enhance road visibility with Adaptive driving beam technology (ADB) that uses computers and cameras to direct the light beams around oncoming traffic, virtually eliminating glare.

In closing, get out there, enjoy life, drive those old cars, but do not go any faster than your lights will permit—stay safe.

References:

Moore, David W. (June 1998). Headlamp History and Harmonization. University of Michigan Transportation Research Institute, Ann Arbor,

Michigan pp 1-21.

Driving after Sundown, The Evolution of Headlights over the Decades. Antique Automobile Club of America



Jerome Solam #1557

From playing in water to *Critical Professional Employment* to playing with a *MACH ONE...That's Jerome, but we know what we want...what's it like to be in "LAUNCH MODE?"*

Jerome grew up in an ideal time of the 50's, South of Seattle and played on the Lake of Washington. His love of cars was passed onto to him by his Father and to this day he has never forgotten his advice: "*Do 'em like you keep 'em*". Meaning do the job right. And he did, he bought and sold cars to eventually buy what he wanted and always drove around with a *For Sale* sign in the window. His favorites? 1962 Chevy Impala white/red, 283 power glide and a 1965 Olds 442 white/blue. Loves? Classic Muscle. Light mechanical work on them was his forte.

These abilities led him to Boeing in Everett where he eventually retired after 36 years! "Technical Engineer working with Engineering Department, performing Conformance Checks on the 747— Section 41(cockpit), Section 44 (over the wings) and Floor assembly Jigs." So if you ever see one of these Behemounths, Jerome prolly touched it. (Tid Bit: P and I visited the Plant early 2000's and overlooked his work area from a balcony ..)

And what else was going on during this time?? Jerome was a *Quarter Miler* for almost 30 years. At first it was his Streetable 1968 Camaro SS but after 3 years, full on race mode towed to the Tracks. Seattle International Raceway now named Pacific Raceway in Kent, Bremerton KitsapCo an old WW II Airfield and Bremerton Raceway. 1977-2005

MACH ONE TIME OK, OK, Hands down Jerome states this car is far better than the current Camaro SS. This is his first Ford Vehicle, welcome Jerome. Most of us know about the multiple set up controls for ride comfort, control and speed but I learned about another: Line Lock. This mode allows the vehicle to perform a Burnout to heat up the rear tires before Launch Control.

"Ok Jerome what street around here did you practice this Mode?" Silence. A bit of Hemin' and Hawin'..... *But he did mention a good set of Michelins? \$2300.*

<https://www.youtube.com/watch?v=PpJ6M8Qhjfs>

Update *Phase III*

By Ron Rada

Just what is this

“Third Phase” stuff we have been hearing about and even Voting on??

Rusty sat down with our own 2nd VP of ARC, Ron Rada and asked: “What’s up with that?”

Well, we hear if we’re not expanding we’re going nowhere— and what a Great Expansion this will be!!

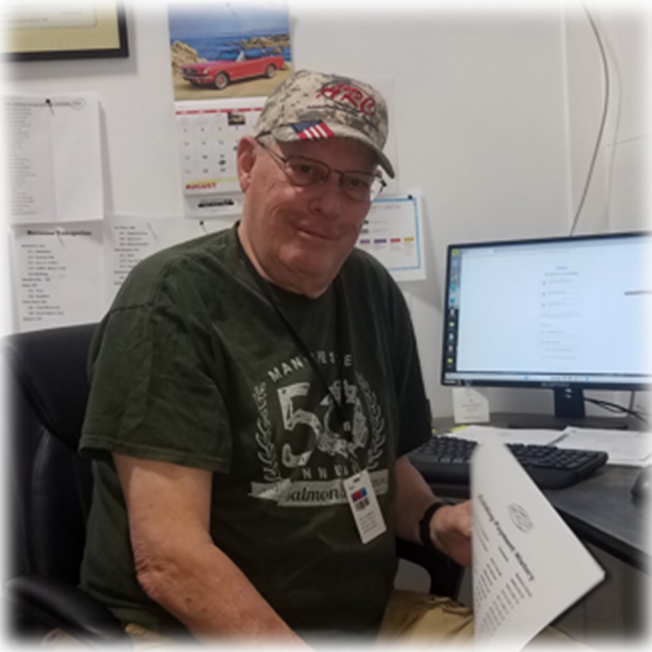
Back in the early days of ARC a Master Plan was established for ARC— not to be merely just a *Shop* but a Preminent one. But how to go about financing such a Showcase in Sun City West —by Members?

PHASES was and is the Key and we are successful and on track....read on.

PHASE 1: The Shop, Check

PHASE 2: Paint Booth, Check

PHASE 3? *A Showcase Jewel in the works.*

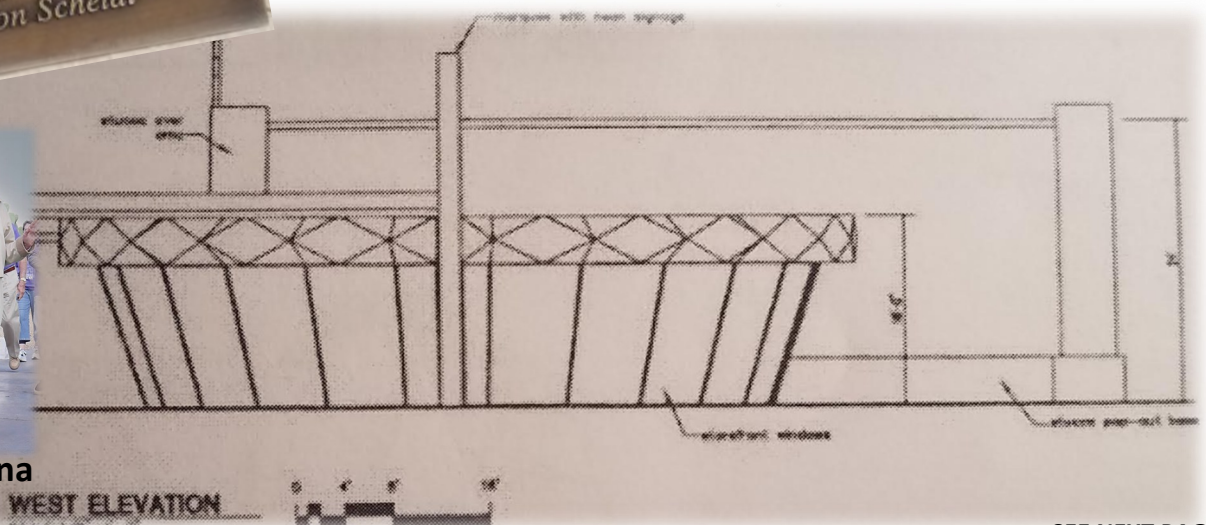


Anna’s Courtyard will be enclosed somewhat like an Arizona Room in your home but this one? A Ground Floor Showroom highlighting the beautiful cars we have with Storage, Office Space and “a possible money earning” self contained Meeting Room.

Below Is a preliminary Architectural Drawing of the West Elevation...as if You were standing on the sidewalk looking at ARC from W. Meeker Blvd — the setting Sun behind you. Note the floor to ceiling windows, a locked, climate controlled area for your ‘second’ Beauty. Bauhaus anyone?



Don and Anna



SEE NEXT PAGE



**Have you seen the new Raffle Car??
Hot, Hot, Hot!**

Please keep in mind these are preliminary Drawings but they convey how nice this new Facility will be!

When *Phase 1 Shop* was complete, ARC was almost 1 Mill in the hole (2016), at the completion of *Phase 2 Paint Booth*, ARC came out under three quarters of a Mill. (2019).

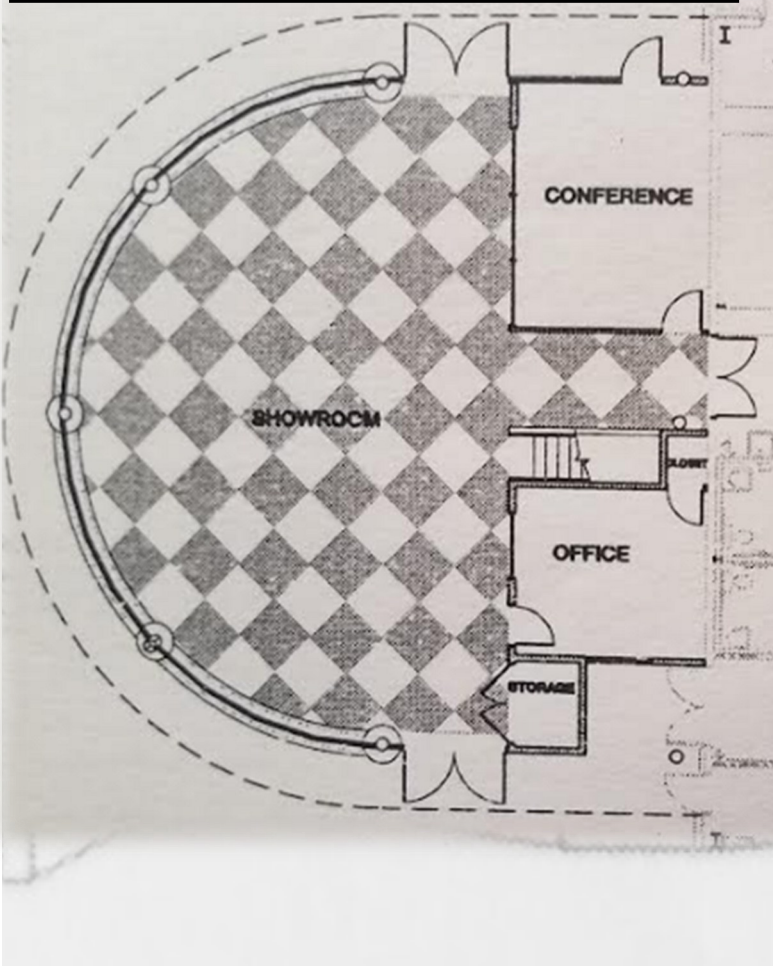
The Picture today? \$324,410.29.

How was this Paid down?? Volunteerism by Past, Present Members of ARC! With this help, the Best Car Show(s), the Car Raffles, the Pledges, the Donations of Materiel and?? have and will eventually give ARC a Zero Balance. What's Next?

Charitable Offerings

Thank you to all Past and Present Members of ARC!

Ron Rada 2VP





In the May Issue of Rusty Nuts, we featured an in process hand build Indy Car by Bruce Hege-meyer #888. Will that be the Car Number?

Throughout the issue there were little photos of his Mechaical/Artistic creations, sorta like "Where's Waldo".

The first person to contact the Editor with the correct number, including the car, wins a Prize. There are no Contest Rules other than the Number.

A bit of a Time Out to add to your day of Time Out.

Editor



President
1st VP
2nd VP
Treasurer
Asst. Treasurer
Secretary

Craig Landers
Gene Wojtyna
Ron Rada
Ray Helt
David Dunbar
Lynnette Saylor



ARC Website:

Arcofscw.com

ARC fb:

**Automotive/
RestorationClubfb**

ARC Email:

ARCOFSCW@gmail.com

ARC Newsletter Contact: johnwawhite@gmail.com

Automotive/Restoration Club Of SCW



Attention:....New Phone# For ARC: 623-544-6054



Jerome Solam Member #1557

2021 Mustang Mach 1

Velocity Blue