

RUSTY NUTS

May 2026

Issue #120

Terri Kerr Wiedel, Editor



Bill Pothen, ARC Member #77



Note from the Editor:

As a newer member and the new Rusty Nuts Editor I am curious about those who came before me. Who are the members who helped shape this club where I have found a community. It is my intention to get to know each and every member eventually, and to share their stories with you. There is a multitude of lifetimes in the people of ARC. We all have a story to tell. In sharing stories may we all remember how it all started and why we are here, WE ALL LOVE CARS! Understanding our past can help us continue to grow and serve our community in the future.

Terri Kerr Wiedel

If you would like to share a car life story, OR if you want to contribute an original story related to ARC, cars or the automotive industry please email Terri at scwarcmail@gmail.com

Bill & Lori Pothen came to Phoenix in 1991 to attend the Formula One Grand Prix. That year the winner was Ayrton Senna who had also won in 1990.

Bill said they had a little time to kill on Monday following the race so they drove out to Sun City West to look at some houses and decided then to retire here. They actually bought their house 2 years before they retired and became snowbirds. At first they drove back and forth from Minnesota every season. Now, about 30 years later, they choose to fly back and forth with the migrating birds. The classic car they keep here is the 1961 Austin Healey Sprite Roadster Bill proudly restored from basically a few boxes of parts. When they get home to MN they enjoy a 1991 Miata for their “Sunday Drives.”

Bill said he wasn't one of the founders of ARC but he joined as soon as club membership was a possibility, even before the building was finished. When asked what changes he has appreciated over the years he said he thought the Paint Shop was a great addition. He also said he is looking forward to the Phase III addition, the Showroom.

Prior to retirement Bill was an engineer for 3M. Bill and his wife Lori, have been married 65 years this year. Bill said he finished the restoration of the Sprite in his home garage before the ARC Shop was complete. He said the car was basically all in pieces in boxes. Before that he had restored a 1997 MGTD. Bill said he is partial to British cars, especially the little ones. Bill obviously loves the club and bringing his car to our Cars & Coffee. He isn't one who hangs around at the shop much, but clearly if you are working on a small British car he is a member with knowledge that could be beneficial!

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Thank You to Gary Masak & Shelley Giles for all the food during the pop-up lunches and other celebrations. They can always use some help with set-up and especially clean up. By all accounts the food was fabulous for the Spring Fling! Thank-you both for all you do!!

Also, Thanks to Shelley we have a lot of new automotive parts and accessories to sell for ARC. Shelley is the deal finding master!

Lastly, Thank you to John Fudacuz who responded to the email plea for a volunteer to manage our internet sales. Between Shelley's bargain finding and his sales efforts we have a new and potentially steady stream of income.

Last but not least!! Thank you also to everyone who shows up to be a MONITOR in the SHOP! We couldn't operate without all of you who donate your time to our club.

From our President: Craig Landers

As most of you know our shop air compressor quit working, the board and the members at the general meeting voted unanimously to purchase a new compressor not to exceed 20k dollars. We did purchase a new compressor locally for \$13,200, it is a different brand but about the same size and CFM as our old one. It will be installed sometime next week (the week of 5/4/26). We are going to see what the old compressor costs to have repaired, if it is feasible we will use it as a back up compressor.

My hat goes off for the group that are selling raffle tickets for our raffle car, they're doing a fantastic job going to all of the different events selling tickets. They are way ahead of last year's sales for the same time period...NICE JOB... So remember SNOW BIRDS buy some tickets, great gift for friends and family back home.

WE are still looking for a replacement CHAIR for our car show next year, Gary Mazak has retired from running the show...again **thanks Gary and Bill** for all the years for organizing a very successful car show. If you think you are interested in taking over for Gary, please contact Gary or me. All of the infrastructure is in place and we have plenty of volunteers to help, so please step up if interested... All for now...ENJOY

Craig

BEFORE AUTONOMOUS CARS

By

Dan Kuhl, Member # 891

Back in the 1930s the US was making great strides in manufacturing automobiles that were safer. It was at this time that safety glass was introduced in the windshield and even all windows in some makes. Some manufacturers were even improving the stopping ability of their cars. Mechanical brakes were being replaced by hydraulic brakes. And to keep the passengers in the riding compartment, the latches on the doors were improved. Lastly, all-steel bodies came into their own; the bodies had to be stronger with a car's increasing speed capabilities. In 1936 Buick came out with the Century name which referred to its ability to travel at 100 mph.

In 1936 people began to look at the driver's ability to drive cars safely. In that year the book *Man and the Motor Car* was published. The author of the book stated there was a need for training because only 10 states had any driving laws making the driver legally responsible. This lack of concern is difficult to fathom; when it was common for a young farm boy to climb down from a tractor and jump into a pickup truck to drive on a public road. This book became the text of choice for many classroom driving programs, having a list of questions at the end of the book addressing the key points in each chapter. But, did

the classroom offer the necessary training elements to help make a person a safe driver?

A teacher in Indiana, believing behind the wheel training was the answer, contacted Paul G. Hoffman who was president of the Studebaker Corporation to determine if a dual control car could be manufactured. Mr. Hoffman agreed to the proposal and made them available through the 1939 model year. The dual control car manufactured by Studebaker was the first of its kind to be manufactured in America.

In 1940 Ford jumped into student driver education with both feet when Edsel Ford started the Good Drivers League for teen boys. Written materials were available at any Ford dealer. Upon completing the paperwork a student was eligible to compete locally in a behind the wheel drivers program, and if good enough, compete nationally at the World's Fair in New York City. The winner would take home a \$5,000 college scholarship. In 1941 teen girls were eligible to join in the competition. By the start of WWII, 200,000 students had participated in the program. Note: there is a great video of this program on the web.

After the War with advances in technology, trainers of driver education turned to simulation (see image). With this method many students could be trained at the same time. By the time I was old enough to drive, driver education changed for the last time.

My driver education was part of my high school curriculum when I turned 16 in 1966. Half of the year was spent in a classroom with summer behind the wheel training from Deacon Dan Hansen. Boy, did he lay into me the day I forgot my learner's permit! I respectfully say that it was a good program and it allowed me to get cheaper insurance as a teenage driver. A program of this type is still needed today, especially with the number of people breaking the law on the streets of SCW and autonomous cars now plying the roadways of America.

Authors Note: In the dual control car notice the dual mirrors and dual floor shifters. Also, it's a Studebaker!!



References:

Dragstrem, D.R. and Quinn, Richard (May 2024). Studebaker's Dual Control Cars 1937-39. *Turning Wheels Vol 56, No 5, pp 24-31.*

Whitney, Albert W. (1936). *Man and the Motor Car*, Bureau of Casualty and Surety Underwriters

“In For Repairs”

by 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. 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.

We hope that no news is good news and that all of our members are having more feel-good days than feel-bad days.

ARC Angels

Need some help with getting your car started? Batteries seem to just quit without warning in the desert and Randy, Dan or Gene are here to help! So if you need help with your battery or some other car related issue, give Randy @: 206-819-8655 or Dan @ :602-757-2625 or Gene Wojtyna 602-538-5376 a call.

We have two ARC ANGELS specializing in Golf Carts who are available for needs related to your gas powered cart! Contact Tony Heinen or Gene Wojtyna by calling the shop @623-544-6054.

Dan reports the Angels responded to 2 calls and posted 2 cars for sale in the Shop this past month. Thanks Guys!!

BUSY IN THE SHOP

Photo Gallery from April 2026



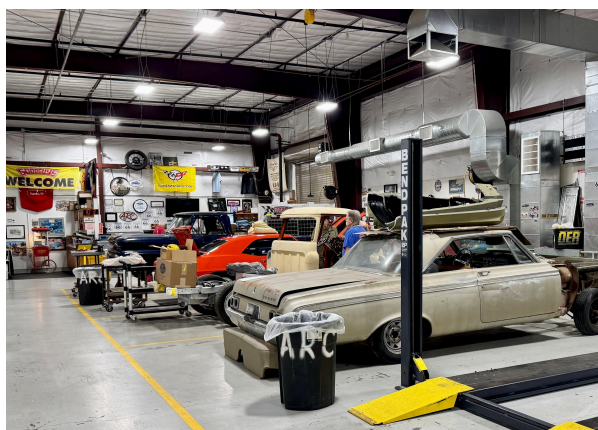
New donations for our swap meet can get interesting.

Lift rides for seniors?!





Bill and Bob are fine tuning the restoration in its final phase.



Long term cars have changed.

New member, Taz, brings his Nova in.



John and Jack, Tuesday Monitors, help new member Taz as he checks out.



Pretty Bird. A new member, Robert Dusek gains some wisdom from Gary Jones.



Cal walks his beat while Paul looks on.

Tony G's new ride.



Waiting for paint.

Thanks to MANY, the Studebaker is road ready.



Jim G, an icon in the shop, is always there to lend some expert advice.



A place to visit and enjoy lunch.



Wow, what are those?? (Snow tires!)

EVENTS for May

- **Now - May 7th @ Beardsley Photo Club**
Photo Presentation by Sue & Mike Steward of the 1906 San Francisco Earthquake
- **May 1. Route 66 Fun Run Kicks of month long activities** <https://www.historic66az.com/fun-run/>
- **May 4-8th PARKING LOT CLOSED!** Please plan accordingly to avoid frustration :)
- **May 8- June 5 SCW RH Johnson Library**
Photo Presentation by Sue & Mike Steward of the 1906 San Francisco Earthquake
- **May 13th. 8:30 am Kiva Rm, Kuentz Center. Board Mtg**
- **May 15th. Western Bank Mini Car Show 10am-Noon**
Bring your cars out to support this loyal sponsor
- **May 19th. ARC General Meeting, 2pm RHJ Social Hall**
- **Every Monday. 6:30 am Hole-n-One, Breakfast Group**
- **Corvette Tuesdays. Calling all Hooligans: Take Over the Shop Parking Lot! (Lot Closure May 5th)**
- **Trucks on Thursdays???** How many of us are there??
- **Nancy Perry Cruise in @Mixteca. Sat. Eves 67th & Bell**

Board Members

President	Craig Landers
1st Vice President	Ray Helt
2nd Vice President	Mike Harwell
1st Treasurer	Dave Dunbar
2nd Treasurer	Ron Rada
Secretary	Lynette Saylor

Other ARC Volunteer Positions

Shop Operations	Tony Giralamo
Asst. Shop Operations	vacant
Paint Shop Manager	Wayne Brand
Asst. Paint Manager	vacant
Membership Manager	Dana Crosby

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ARC fb: Automotive/RestorationClubfb

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