



Volume 3 Issue 10

October 2017 Newsletter



Welcome home returning members!

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Upcoming events

The Swallows have returned from Capistrano for our great October events:

Breakfast at Bobbie's - This is the ongoing breakfast get together that is scheduled for 8 am Thursdays but people start showing up around 7 - 7:30 am.

Bobbie's Café is located at 15472 North 99th Ave.

Cruise-in at McDonalds This event is every Wednesday at 5pm . More folks will be showing up as the weather cools down. If you are displaying your car or truck, show up early as spots go fast.

McDonalds is located on the NW corner of 99th Ave and Bell

OCT. 9 – VVSC Ladies Luncheon – Noon at Bobbie's Cafe
15472 N. 99th at Greenway in Sun City

There will be a salad bar for \$7.99 or order from the menu.

RSVP only if you are attending.

Connie Sherman 509-546-7131 golfwithlynn@yahoo.com

Please check the web page events entries for the most up to date and accurate information!



Welcome to your October 2017 VVSC Newsletter

Welcome back returning members, and welcome to those who remained and made it through another seemingly hotter and longer summer.

New club season call for newsletter submissions

This issue is packed with photos and stories. As anticipated, the amount of articles submitted to the newsletter by our members has suffered the pre-return drop to one article and one cartoon. Although I like writing articles to help fill in, I much rather publish your articles. One article I am pioneering this month is the "tick off the old bucket list". I think our members would enjoy reading about and seeing photos related to how you checked off one of the items on your "Automotive bucket list". For example, when I worked in England, I checked off my "drive fast on the Autobahn" box by going 155 MPH in my right hand drive Audi S4. I know that with the wealth of car experience out there, some pretty interesting checking off has already been accomplished.

Another Idea for an article might be an automotive event you have attended. Here again I offer and example: Don and Yvonne Ahrens, and Tim and Jo Shelton, with Wayne Carini at the 1st ever Classic Auto show at the Los Angeles Convention Center in the February newsletter.

I will eventually run out of things that I did as filler for the newsletter, so I'm calling on all of you, especially our new members who we all want to get to know, to step up and let us know where your automotive passions lie.

Submit your articles: they could be show coverage, your favorite car/s, much desired "how to" or technical articles, car jokes for the funny pages, or anything automotive that you feel will amuse, educate, or enlighten our membership. Submit to : locascio@hotmail.com

Don't forget to frequent our excellent Webpage for the most up to date information on club events and many other features. Be sure to check it out. My favorite tab is the vehicle gallery.

Here's how my bucket list box was ticked....

Even though I had lived and worked in Europe for 7 years, and had purchased a car there, for some reason deeply buried in my car loving psyche, I have always dreamed of taking a European delivery of a new car. Yeah, they give you a 5% discount of MSRP including options, they put you up in a good hotel, they pick you up there and bring you to the delivery center, they feed you buttered pretzels and schnitzel, they give you pen sets, key fobs and thermoses, they ship your car back for "free" and pay your insurance for 2 weeks. Then there's this: when the two weeks of storming the Autobahn are over, it takes over 11 weeks for your car to arrive in the states to be re-delivered by the dealer. See the pictures and this article later in the newsletter.

Just happened to be in the neighborhood, so I dropped in on the bi-annual Frankfurt Auto Show and thought you'd like to see a bit of what it was like



Messe Frankfurt or Frankfurt trade fair, plays host to around 260 trade fairs, congresses, and other events in Frankfurt every year. There are more than 10 buildings on site, with BMW and Mercedes having their own buildings. I walked over 5 miles enjoying the different exhibits. As you can see below, the Frankfurt show is not limited to cars. One can see the latest buses, taxis, helicopters, police vehicles, and more. I'm hoping the Smart based police car below is merely a bad joke. The giant drone-like copter below, which seats 2, has actually completed it's maiden test flight. You may not be able to read the sign on the red and blue truck, but it says "American snacks". American Hot Dogs and burgers were popular.



This Lamborghini Aventador was coveted by my Son-in-law Simon who happened to be in the Neighborhood as well.





BMW i8

To the left is the perfect auto for those who have great difficulty deciding on the color of their new car. Now all you need to do is come up with \$100K (estimate) base price, plus options, plus the cost of a custom paint job.

Below is a prototype of the new **Z4 roadster**, a joint BMW and Toyota venture.

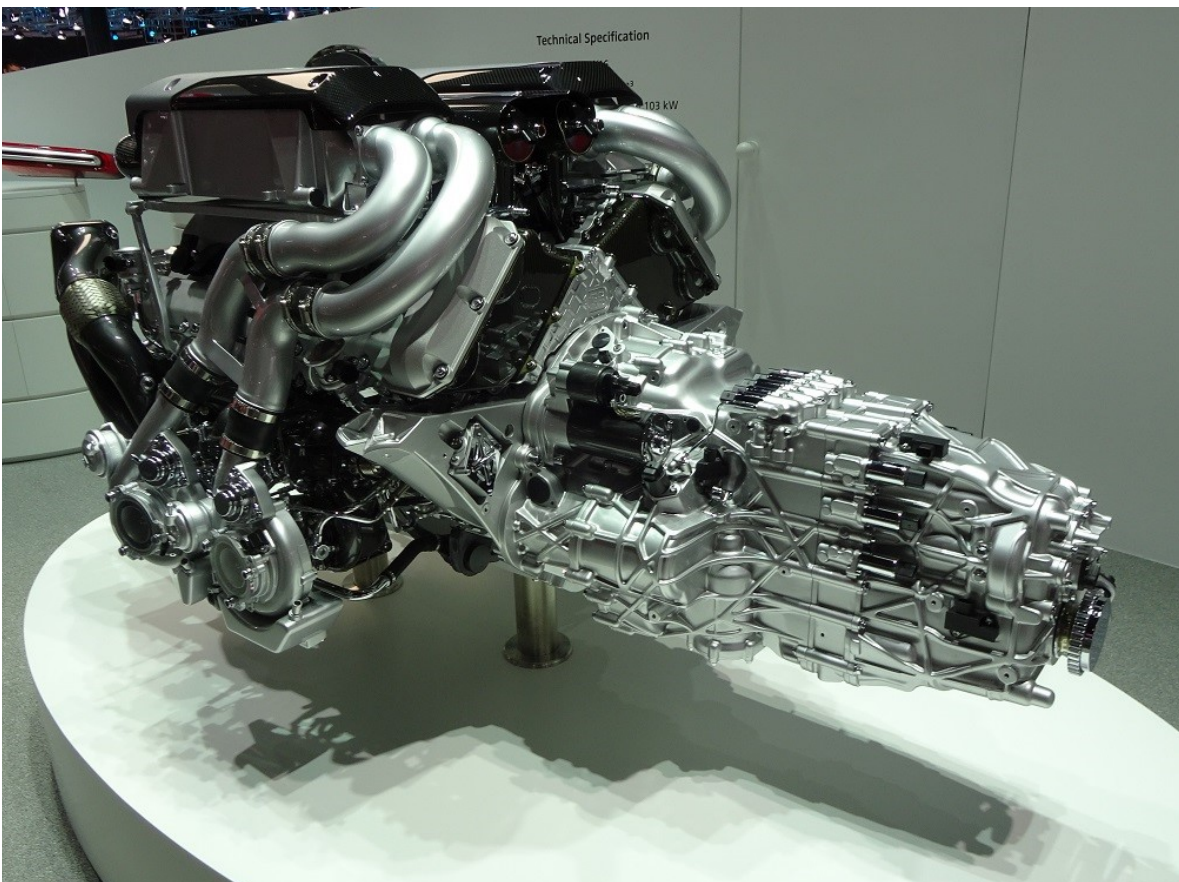


To the left is my favorite car in the “I can afford it if I sell my house and live in a tent” category.

I like my Supercars in stealthy colors like the **McLaren 570 GT** shown here. Only \$188K base price.



Clockwise from upper left: New “entry level” Ferrari Portofino, Ferrari’s best handling 588, The timeless 60’s Mercedes C111, & What the hell is that M.B.?



Cant afford a whole Bugatti Chiron at 2.99 million? Just buy the engine and tranny for a mere 2 million. (just a WAG)

Engine: 8 liter

Cylinders: 16

H.P. 1500

Toque: 1180 FP

Turbos: 4

0 - 60 in 2.5 sec.

Top speed: 261

Price tag:

\$2,998,000

**Rank in
Hypercars: #1**

Don and Yvonne's 26 Chrysler Hemi

Article and photos by Don and Yvonne Ahrens



In the summer of 2001 a friend of mine found a piece of a 26 Chrysler Roadster 10 miles from my house. When I went to see it, the guy was someone I used to weld for and he sold it to me for \$50. We picked it up in Tom Wilber's short bed Chevy pickup.

Wilber and I went to Columbus Ohio to an all Chrysler show and I bought a 54 Chrysler Hemi. Tom said he never saw so many ugly cars in one place in his whole life. (poor guy, he's a Chevy man)

The wooden wheels were the first thing to go. Only thing wood now is the steering wheel. After 3 years of working on it I finally got to go for a ride in it. Yvonne and I went to our first car show 100 miles away in Barry Illinois the first Sunday in October 2006. The temperature was in the 40's but we had a snow mobile suit on and gloves and a blanket. We were about frozen before we got there. It turned out to be a nice sunny day and we were fine on the way home.

If you noticed the license plate, "50 late" means I got this car 50 years after I wanted it at age 15 when I was reading hot rod books in high school instead of the 3 r's. **(see photo next page.—Ed)**

I did 95% of the work myself, only had the motor bored.

I'd like to get it to Sun City but I don't know if we'll drive it out 1600 miles like we did the orange Model A.

At the Secretary of State show in Springfield Il, we won a silver platter for best of hot rod class.

Notice that Don has his bag packed for the last time to come back to Sun City.



**Don and Yvonne's
26 Chrysler Hemi
Roadster
continued**

**We'll all have to see if
this magnificent beast
makes it to Sun City
this October. I can't
wait to see it.**

- Ed

**Your car could be on
these pages next
month. I would love to
feature your car/cars
in our newsletter. I
Will be happy to help
you make that happen.
Submit to:**

locascio2000@hotmail.com



Ticked off a box on the old Bucket list: European Delivery

photos and article by Tom Locascio



Above: the Ingolstadt delivery center processes up to 400 cars a day. Only three are for Americans. My green Audi is 2nd from the right.

Below: part of the Audi final assembly plant. 44,000 Audi employees work in this and many other buildings on a huge campus in Ingolstadt.



I've always desired to order a car and pick it up in Europe. Our daily use cars, one of which is our road trip car, are well on their way to 200K miles. When Audi came out with their new A5 Sportback, a hatchback with 4 doors, I decided to tick off another bucket list box. I ordered the car, waited 2 months for it to be built, paid for it, then a delivery date was set. Strongly disliking to fly anymore, my frequent flyer miles were adequate for 2 round trippers. My wife was unable to go and suggested my Son-in-law Simon, who was game for the excursion.

Finally on September 16th, we were off to Munich Germany where Audi reserved us a room at the Airport Hilton. These overseas trips really mess with my sleep but not enough to miss beer and soft pretzels at a close Biergarten. In the morning we were promptly picked up by an Audi A8 with massaging rear seats.

Continued next page.



The Hilton hotel at the Munich Airport



Above: the Audi A5 Below: A gratuitous Castle photo



Bucket List Continued

Martin, our A8 driving delivery guy to the Ingolstadt center, was soon playing his part, easily exceeding 100 MPH and more on Autobahn.

As we entered the parking lot, a cart was rolled out for our luggage, then we were greeted by Christina, who's English was arguably better than mine. She took us to a balcony overlooking the delivery floor and got us cappuccinos, buttered pretzels and alien pastries. We did the paperwork, and covered the insurance and German road laws. The car was ready and first eyed from the balcony. (see photo on previous page)

We had an 11:30 am appointment for the factory tour and it was about 10:45. We decided to whiz through the Audi Museum's 3 floors of displays because we wouldn't have the time after the 2 plus hours factory tour. We spent about 10 or 15 minutes on each floor and saw some amazing cars and displays.

On to the factory tour where it was Verboten to bring a camera or phone lest we leak Audi's secret manufacturing techniques to the Chinese. We got an earphone and receiving unit that went around your neck. We were loaded on a bus, and drove to the 5 Soccer field sized building that produces body parts. At this point my expectations were pretty low, but that belief was about to undergo an enormous paradigm shift. After driving quite a long time through the streets of this mighty industrial complex that employs 44,000 Humans, we arrived at the "body shop". It took a few separate groups to elevate us to the 2nd floor. We then viewed an enormous sea of closed off glass partitioned areas, each with a robot group of 6 or 8 large bots.

Continued next page.

The robots worked together in a whirling, spinning dance to make the assigned part. After several bots gathered parts together on a special jig, others would weld the parts together, in this case creating a wheel well liner which another bot in the group would pick up and pass OVER the partition and into the waiting “arms” of a receiving bot in the next partition for it’s robot group. Over this vast area all the separate parts of a car body were being made, then finally built into an unpainted, wheel and motor less empty shell called “the body in white”. The body in white then travels through a tunnel to another building where it is painted. We didn’t go there but instead hopped on the bus again to go to “final assembly”

If Audi does indeed employ 44,000, it was not apparent in the factory tour. There were hundreds of robots, almost uncountable, and few humans. Final assemble however had more humans, but they were mostly assisted by more bots. Assistance bots were everywhere and humans mostly checked their work and added details like steering wheels and exhaust tips. A cool station was where the running gear (engine, trans, and suspension) are “married” to the body. Wheels, doors, seats etc. are then added and it started to look like a car at last. Then it did. The tour was over, we returned our headsets, and were shown the exit. I then discovered that this factory was in the complex directly across from where we took delivery of the car.

The night before the Frankfurt Auto Show we were to stay in Stuttgart. The 162 kilometer drive there was a grueling one near the end due to construction during rush hour. Simon was treated to driving during the construction in extremely narrow temporary lanes next to wandering, lumbering, and ominous big rigs on one side, and a tall cheese grater of a metal barrier on the other. While I was driving my part of the trip, the traffic occasionally allowed cruising speeds of 100 MPH plus. I got up to 111 at one point. Traffic however, was too heavy to go for a top speed attempt. I wouldn’t be able to break the old Audi’s 155 MPH anyway, as this Audi is limited to only 130 MPH due to it’s all season tires not being rated to exceed that.

After attending the Frankfurt Auto Show, the next attraction was experiencing arguably the best driving road in the world: The Stelvio Pass in Italy.

Continued next page.



Heading up the pass with a large by European standards van running interference.

Take note: this is the widest this road gets. On the other side of the pass it is often a one lane two way road with long blind one lane passages, and swarming gonzo death wish motorcyclists.



Above:

The pass

Center:

**The Audi
made it!**

Below:

**Dropping
the car off
at the
shipper in
Geneva.**

**See you in
12 weeks**

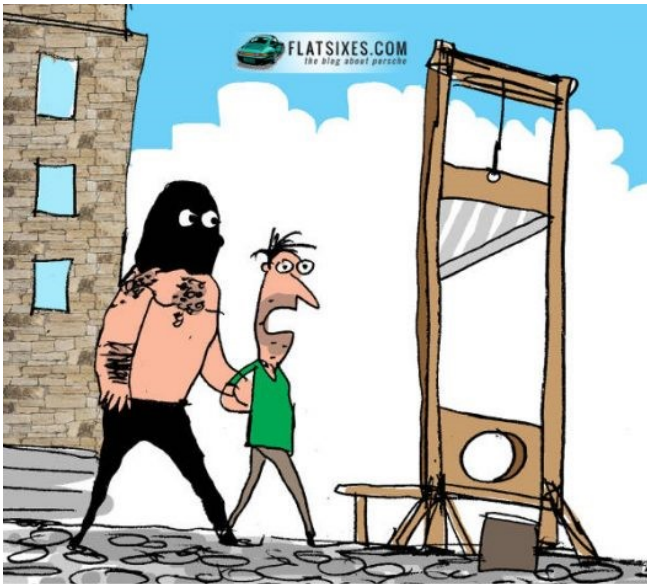
As you May know, the views of the Eastern Alps are magnificent, and when we went to the top of the Stelvio Pass, we were on the top of the world. Initially there were 40 switch backs waiting for us swarming with motorcycles, bicycles and inappropriately fast drivers. This section was more beautiful than the beautiful scenes enjoyed on the way to the start of the pass. It was a grueling drive for Simon and he missed a lot of the views, but we finally made it to the top. It was a zoo up there, cyclists, tourists, hikers milling around the top with its many gift shops, bike shops, ski shops and eateries. We had Pizza and beer. There was snow and ice in the parking lot and thankfully not on the road. All the while we walked around taking photos. We were right at the level of the snow capped mountains and I was grateful that I didn't wear shorts and sandals that day like I planned earlier.



I drove the downward part of the pass in the other direction. initially the road was much easier to drive then the way up. The road then narrowed and suddenly became mostly a **ONE LANE - TWO WAY road!**

It was miles and miles of horror, long passages going around turns with no visibility at all, no pull offs. When you met another car, after avoiding hitting it, one of you had to back up until there was space enough for two cars to barely squeak by. With cars behind you, even worse. **The end**

Funny pages



"I'm sorry I opened my car door into that Porsche. How about I just pay to have the dent fixed?"

Above: submitted by Tom Locascio

Below: submitted by Les Litzenberger



An involuntary ride, but ultimately a safe one.



Above and below: Voluntary rides?

