



Volume 3 Issue 9

September 2017 Newsletter



VVSC Offseason

Marque of the Month: Un-American

Club Contacts:

President	Troy Janicki	480-277-6910	<u>troyjanicki@gmail.com</u>
Past president	Tom LaVack	360-628-2444	<u>tlavack86@gmail.com</u>
Vice president	Bill Senter	715-210-4479	<u>wjsenter@yahoo.com</u>
Vice president	Warren Clucker	623-977-2128	<u>wscoo7@aol.com</u>
Treasurer	Scott Donkers	503-799-1381	<u>scott.donkers@gmail.com</u>
Membership Sec.	Les Litzenberger	509-430-1625	<u>hiefles53@yahoo.com</u>
Recording Sec.	Yvonne Ahrens	217-483-4260	<u>y.ahrens@gmail.com</u>
Member At Large	Denny Lockmon	623-974-5424	<u>lockmon@cox.net</u>
Member At Large	Gary Davis	530-308-8135	<u>judy@quailpoint.com</u>
Events Director	Richard Holcomb	623-815-9270	<u>bethsmith70@hotmail.com</u>
Website Monitor	Ron Whitney	623-875-7413	<u>ronaldwhitney@gmail.com</u>
Newsletter Editor	Tom Locascio	623-977-4992	<u>locascio2000@hotmail.com</u>

Upcoming 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 The other ongoing event this summer will go on every Wednesday at 5pm until cars stop showing up because it is to darn hot! 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

Newsflash: Due to construction, the Wednesday evening event will be held at the Dairy Queen on 108th and Grand ave. for 3 weeks. See below.

September 27th Cruise In McDonald's is having their Grand Opening Wednesday from 5 PM to 9 PM. Give Away, 60's and 70's Music at 99th Ave and Bell Road. All for a good time in their newly finished dining room and parking lot.

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

Editor's View



Welcome to the September 2017 WVSC offseason Newsletter



**A 1962
Pontiac
Bonneville
Just like
this one
was my first
car. Same
color too.**

Happy September Car Nuts,

It won't be long until all club members are reunited. In the mean time, behold the Un-American issue. I hope you will enjoy this issue even though we are predominately an American Vintage loving conglomeration. I myself am torn between American (100% made in now USA rare) and foreign made sports cars and sedans. On the U.S. side I have owned six Chevys (currently a 2014 Silverado), four 50's and 60's Dodges, Four Pontiacs (1962 Bonneville, 1964 Lemans, 1988 Fiero GT, 2002 Aztec [yes it's ugly but cost \$1500]), a 1964 Buick Electra, and a 1989 Ford SHO. The SHO was a half breed due to it's Yamaha V6. I must say here my guilty pleasure has been German cars. Yes, I was known as the Italian Stallion and owned a Fiat 124 and nifty 1958 Alfa Romeo Spyder when I was a lad in Brooklyn, but my "Un-American" heart belongs to German engineering. Put away the torches, hounds, nooses, water boards, tar pots, and White-winged Dove feathers, I still adore American vintage iron in my "American heart."

Below is my first foreign car, a 1969 Fiat 124 Sports Coupe. Butterscotch was my favorite color.

1969 Fiat 124 Sports Coupe



It was sometimes mistaken for a Ford Pinto, which suffered the same color. It had a 1596 cc DOHC inline four and I trashed it. I learned about interference engine design after a bout of overconfident cam belt replacement. Besides that, it was reliable except parts reliably fell off of it. It died a horrible death on Brooklyn's Belt Parkway. A poorly contained load from a truck caused a multiple car pileup I couldn't avoid. Road debris ripped my front wheel off.

Next I purchased a 1958 Alfa Romeo Spyder, It was the same col-



1958 Alfa Romeo Spyder

or as the sky blue one on the left. My first breakdown was in the middle of the Brooklyn bridge. After some trial and error, I discovered that there was a pin hole in the upper coolant hose that would spritz just enough coolant on the distributor to kill the ignition and dry undetected before I got out of the car to check the engine. While waiting for a red light in Brooklyn, a car rammed me from behind pushing the Alfa into the car ahead of me with great force. It was the end of the Alfa, it's very thick skin saved mine. It was drivable but extremely cosmetically hosed. **Ed-**

OLD TIRES

A Cautionary Tale

Many of us have low mileage cars that we use for car shows, local tours, cruise-ins, etc. These cars usually have tires with lots of tread that look really good or like new.

Ron and Roxie Whitney related their experience this summer about their trip to Minnesota in June. While cruising through Texas in a 2000 Chevrolet Silverado $\frac{3}{4}$ ton pickup towing a utility trailer they encountered what sounded like an improvised explosive device. Yep, a tire blew out. This beautiful Michelin load range E light truck tire with 80 pounds of pressure exploded. It had lots of tread and looked real good, but it was getting old.



The real problem about this incident was that it pretty much destroyed the right rear of the pickup. It ripped out the braces, destroyed the inner fender, pinched the exhaust pipe almost closed, and really messed up the outer side of the truck. They got the spare on and continued north with a little sheet metal flapping in the wind. Cost of repairs about \$4,500.

Problem was, the tires were installed in 2008. Further inspection showed all but one of the tires was manufactured in 2007.

According to Michelin Ten years is a maximum. If the tires haven't been replaced 10 years after their date of manufacture, as a precaution, Michelin recommends replacing them with new tires. Even if they appear to be in usable condition and have not worn down to the tread wear indicator. If only Ron had known that. He has made sure the new tires are dated 2017.

Insurance covered the damages to the vehicle with no deductible because it is covered under the comprehensive part of the policy, not collision. And Discount Tire honored the extended warranty and replaced the blown tire for free. Ron and Roxie are very happy this wasn't their collector car which also has low-mileage tires.

Uses for older tires.



THE FLINTSTONE FLYER

Photos and text submitted by Dennis Arend



The following story may be of interest to those who lived in the Canton, Ohio area in the early 1960's. It revolves around Dave Koffel and my cousin Bob. I found the story fascinating and it had special significance as I was involved in drag racing in Michigan at the same time.

One summer in the early 60's I drove to Canton, Ohio (from southwestern Michigan) to visit a cousin of mine (Bob) who I rarely ever got to see. Bob was a bit younger than me but we shared a similar love for cars and, in particular, drag racing. He happened to be friends with Dave Koffel who was a well know drag racer and owner of the Packard gasser shown in these photos. I recall visiting Dave's garage with Bob and getting a chance to see the gasser close up. I was amazed at how small the SBC engine looked as compared to the rest of the car. Dave was able to get a lot of performance out his engines, as proven by the fact that he was a National Champion and record holder for a number of years.

The Packard was an unusual choice for a gasser body style at the time. The body styles of choice were basically Willy's, Anglia's, etc. But Dave wanted a heavy car to fit into the E and F/Gas classes. He set National Records in both the E and F/Gas classes. Dave went on to be a Chrysler consultant and an expert on small block engines and "heavy" car drag racing.

Continued on next page



Dave Koffel's whale comes off the line at the '62 Indy Nationals. The '49 Packard weighed 4430 lbs. and was powered by an injected 292ci Chevy. It had a 4-speed and 6.14 Pontiac rear end. The E/Gas Packard set the record at 13.33@104.04 at Indy in 1962. (Dave & Susie Koffel)



This is Dave Koffel's whale, the Flintstone Flyer '49 Packard sedan that owned both E and F/Gas Nationals trophies in '62/'63. Originally a dark blue color, Koffel changed the car in '63 by fabricating a one-piece fiberglass front end using the original nose as a master. Koffel set a new National Record for F/Gas at 13.13@105.68. (Jack Dunn photo)

Bob met Dave and his wife Susie in 1961 through a mutual friend who had seen him race at Drag way 42. Bob had never been to Drag way 42 but his friend, who had been to Dave & Susie's house, called Bob and asked him to go to Massillon and meet them. So they went there to hang out like a couple of dumb kids would, they were both 16. Dave's home and garage was where he built his cars, including the Packard, and, at that time, Dave was a metallurgist at Republic Steel. Susie was a school teacher. Bob remembers how welcome Dave made both he and his buddy feel in the midst of all his older car buddies while they were messing around with their drag race cars. So Bob just kept going over there, especially on Friday nights eating pizza and drinking cherry soda. Soon they asked Bob and his buddy if they wanted to go to the drag races with them. They knew Bob was into cars because he was reading car magazines instead of doing his homework...ha-ha!

Early on they went to Drag way 42 and soon after they were changing the street tires to slicks and helping change the rear end gears and just being "gophers". Bob learned the basics of engine assembly while watching Dave work on building engines. So as time went on, Bob began working of the Flyer with Dave under his guidance and soon became part of the "pit crew". They raced at Detroit Drag way, Quaker City Drag way in Salem, OH and Magnolia Speedway (the local track). At the end of the summer was the NHRA National Drags in Indianapolis. Dave won his class in "E/Gas" and set a national record which led to meeting Harvey Crane of Crane Cams (a new company at the time). Bob reminds us that they were still using "flagmen" – not the Christmas tree. Bob says he thought he had died and gone to heaven it was such a thrill...!!! Dave went on to serve as an engine consultant with Chrysler Corporation as well as building and racing Chrysler C/FX cars.

Follow this link for more info on that era: <http://www.hotrod.com/articles/battle-of-the-heavyweights-cfx-racing/>

Bob spent the next several summers with Dave and Susie and gained a lot of knowledge about drag racing in general. Dave was a great mentor to Bob and has a special place in Bob's heart and in his car building brain. Dave and Susie remembered Bob when showing the Flyer at Glenmoor Country Club in Canton, OH and invited him to be a part of the celebration.

Follow this link for more info on that event: <http://www.hotrod.com/articles/hrdp-1002-flintstone-flyers>

Photos and text submitted by Dennis Arend

Member's Cars:

Dick and Jean Roberts

1955 MG TF 1500

When I was 16, my dad bought me my first car, a 1938 Ford 4 door sedan. I drove it for about a year without bending any of the fenders, so he loaned me \$300 to buy a 1946 Ford Club Coupe. I lowered it, homemade duals with echo cans, phony whitewalls, later a Merc engine, removed the chrome, filled the holes with fiberglass and grey primed spots etc.

I worked for a grocery store for 90 cents an hour. I paid my dad back \$5 a week. I'd get maybe 35 - \$40 ahead and blow

the tranny or rear end then borrowed it back to start over. Jean and I started dating when we graduated from different high schools in 1956. When I got a job at Boeing, I sold the Ford and bought a 1950 Plymouth to commute to Seattle from Tacoma, about 50 miles. We were married in 1958 and we moved to California in 1959. I probably had paid my dad \$0 by then.

When I had my own restaurant in 63, and was making a little money, I bought a new 64 Corvette Coupe. Dad started kidding me about the \$300 I owed him. He was looking for a 1928 Model A 2 door or a T series MG. I found the 55 TF 1500 in decent shape for \$700 but it needed some work including second gear in the transmission I had the work done and wanted to give it to dad on his birthday, but Father's day that year was just a few months off.

When he would visit, I'd let him drive the MG. He would often wash and wax it. He was a little envious that it was mine not his. My Dad and Mom came up for Father's day and I gave him the title with a card saying "I don't want to hear about the \$300 debt anymore". He loved that car and drove it on nice days in Santa Barbara California. Dad died in 1973, and Mom gave the MG back to us. We drove it often and kept it running.

In 1982 I took it to a restoration shop and 7 years and 2 lawsuits later I got back a partially assembled MG. Amazingly I got back 99% of the parts. Just before the lawsuit, the frame was hanging on a wall. I had a close friend that had a high class junkyard that rebuilt exotic cars with all new parts. He agreed to build my MG and it was finished 21 years ago. I swear that car used to be bigger though!

Text and photo by Dick and Jean Roberts

Dick's holding out on us, he has a similarly colored Triumph TR8 back home. It has a licensed by GM 215 CI Buick aluminum V8 under the bonnet. The one on the right is a stock photo. I had 2 lowly TR7s that looked the same but had agricultural inline 4s. Ed-



Jean prepares the MG after winter storage



Member's Cars:

Tom & Helen Locascio

2004 Boxter S

550 Spyder

I wanted one of these back in 2004 while I was working in England. My company paid my rent and utilities but I couldn't justify the \$62K price tag. I could have had the only one available to U.S. forces in Europe. I needed a down payment for a

house when I repatriated to the U.S. so I managed my best stiff upper lip and walked away. Cars do depreciate, and almost 5 years went by when I got the urge to search for one in Auto-trader. Not only had the price deteriorated to less than 50%, I found one with only 17,340 miles on it at a Porsche dealer in Dallas. It was a CPO (certified pre-owned vehicle) with 2 years of bumper to bumper Porsche warranty included. I took a chance and did something I never did before, I sent them a check and had it delivered without laying eyes or hands on it. This time the saying "no disappointments" rang true. It drove and smelled like a new car. I had to take delivery of it a mile from the house as the truck driver wouldn't take his rig up my dead end street. I only used the warranty once for a dodgy gas door. I've put only 5K trouble free miles on it in the last 8 years. So far it's only had oil changes and a wheel alignment that turned out to be unnecessary.

Weight: 2911, opposed flat DOHC six, HP: 266, 0 - 60: 5.5 secs, top speed: 166 mph. Porsche discounted oil change: \$150 and requires 10 quarts of Mobile 1, therefore it is self maintained.



1999 Audi S4

I purchased this used Audi when I first got to England in 2000, unfortunately it was right hand drive and otherwise not permitted to bring back to the states.

My first Autobahn experience was in this Audi. My wife videoed me doing its top speed of 155 mph.

Cars are much more expensive in England due to the 17% VAT or value added tax when new.

Twin Turbo V6, 265 HP. The original owner paid \$3K extra for the Jaipur Red pearl paint. Ed-



Member foreign cars From the VVSC Webpage Vehicle Gallery

My favorite part of the VVSC webpage, is the VVSC member Vehicle Gallery. It's how I connect members with their cars. Ron Whitney does a great job on our web page, be sure to check it out. He would like to feature as many member cars on it as possible. Please help him out and send a good quality picture of your car along with your name, vehicle year, make, model and any other special detail.

Send to: ronaldwhitney@gmail.com

Here are some of the foreign cars found in the gallery, others are on the two previous pages. **Ed-**



Michael Blachut's 1961 Triumph TR3



Dale Warnecke's 1934 Mercedes

Some of you may know that Dale's Mercedes is not the \$2,000,000 plus original. It's bones are from a Camaro with a 350 V8. Not too much if any foreign content here. If you haven't seen it in person you are in for a treat. It's well finished, has great build quality, and was finely crafted in the U.S.A. Perhaps Dale will grace us with an article. Remember, if it fits, you must submit; Your article or tech tips....

to: locascio2000@hotmail.com

**Ralph and Barb Altenweg's 1966 Cony
A mechanical marvel with a train set!**



Dave Bryant's 2003 BMW Z4



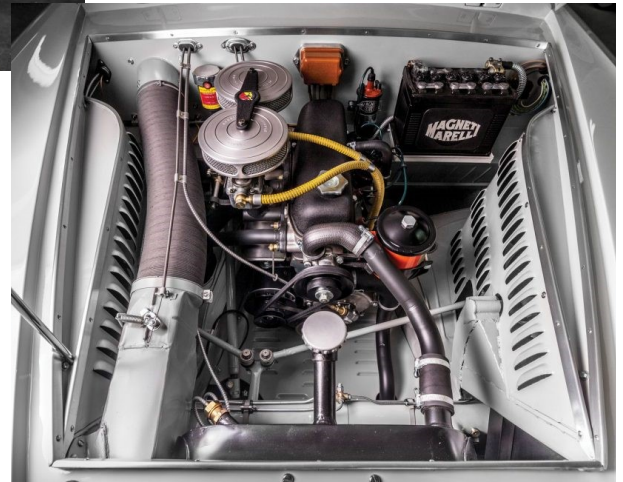
Foreign Intrigue - a tale of 2 engines



Italian Craftsmen spent untold hours and Lire Crafting this voluptuous body. That didn't leave much Lira left to avoid the fitting of this puny motor. (that's why its called the 1100, as in cubic centimeters)

Abarth 1089cc inline 4, 64 HP, 2 twin barrel webers. Looks like there's room left over for a 327.

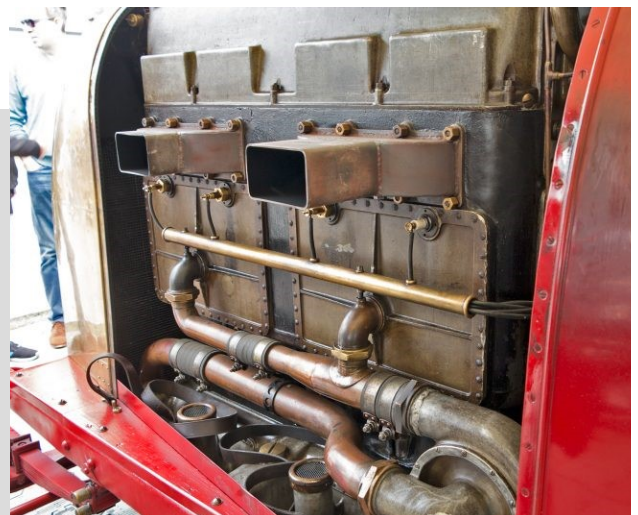
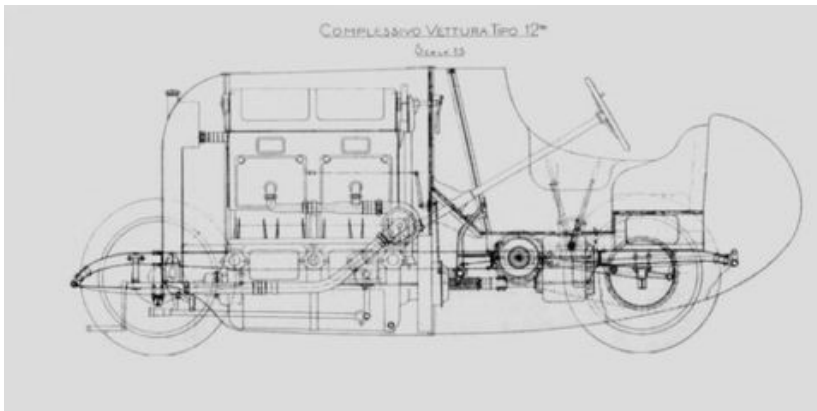
1983 Abarth Sport 1100



**1911 Fiat S76, aka the "Beast of Turin".
Flames came right out of the block.**

**Inline 4 cylinder, 1,730 CUBIC INCHES,
290 metric HP, 23,585 ccs! Built to
challenge the Blitzen Benz for the world
speed record. Recently driven belching
fire, at the Goodwood festival of speed.**

Sorry, can't resist a cut-a-way



Foreign Intrigue - Resurrection and Entropy



1952 VW Samba serial #002 found on a German farm. New owner expects it to look like the restored example on the right, Yeah right. Restored Sambas are going for in excess of 100K



2002 Ferrari 360 Modena above, is not expected to be re-inCARnated to it's former glory. A pre-entropy example is shown on the left and on the front cover. The 3.6L, 400 HP, DOHC, masterpiece of an engine, will now make a fine anchor for the owner's Yacht.



I'm obsessed with cut-a-ways. I will get help.



Funny pages



Ewock's ancestor?

**What looks like a
Horseshoe crab and is
called "Ewock"?
Hell if I know.**

**Who is more deserving
to be honored on the
funny pages than
Click and Clack,
the Tappet Brothers?
Tom (on the right) and
Ray Magliozzi hosted
"car Talk" on NPR, and
it's still aired long after
the show ended. Tom
died of Alzheimer's
complications in 2014.
He was 77 years old.**



**Un-American
and NOT
un-ugly is
the 1970
Marcos
Mantis,
brought to
you from old
Blighty. Only
32 examples
were sold
and drove
the racing
company to
bankruptcy
in 1972.**