



The Windshield View

February 2021

Did you know?

The world's first electric traffic signal was put into place on the corner of Euclid Avenue and East 105th Street in Cleveland, Ohio, on August 5, 1914. Prior to that there was no such thing as running a red light!

The Behind the Wheel

First off, I would like to take this opportunity to give a Big Thanks to Verna Simmons for her newsletter editor service over the past few years. Even though she had to remind me I needed to produce an article on a monthly basis. Well Done Verna!

Wow!

We have a lot of very generous members. At the time of this writing we have received over 16 either single check donations or commitments to multi year donations. We have even had one member include us in his trust documents as a bequest. As I told him, I hope he lives long enough

for us to have forgotten this and sometime after his death a check shows up as a surprise to the club leadership.

We will include, as part of this newsletter, a synopsis of a document that the board generated regarding the benefactor program which will answer a few questions as to the need for funds.

The shop has once again been very busy with a couple of start-ups of new engines and repairs or maintenance of miscellaneous rigs. The shop truck project has the engine installed and is getting closer to completion or at least opening up the second lift. Unfortunately, my RZR has spent a lot more time there than on the trail so far this month.

Good times have been shared with trips to the Dwarf Car Museum and Valentine's Day dinner at the Horny Toad in Cave Creek.

The new shop is steadily moving along with fairly regular communication from RCSC management regarding progress and options. The vehicle doors have been changed to the specified 16' x 16' size. We got a tour of the project on Thursday the 18th of February. You will be impressed with this shop. Lots of space for projects and operation. We will be shutting down shop time sometime mid-April to early May for a few weeks while everything is moved and placed in the new facility. If you want to work on something please get in and get on the list.

It appears that a reminder is needed regarding shop use and monitor/safety training requirements. Once you have had the minimum of floor monitor training and have served as a monitor a few times you may work on your own or assist another member working on their vehicle, but only if they have also completed the above training. Nobody is allowed to work in any part of, or capacity in the shop without having been through floor monitor/shop safety training. It is the responsibility of the working monitors to ensure that these requirements are met before approving any work orders. We also need, in particular, Afternoon Monitors!



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We submitted the first required facility use report to RCSC for January 2021. This is taken from our daily shop sign-ins on the shop computer. There were 404 sign ins for January which, having no reference to other clubs we felt that this was a pretty good showing.

I would like to see us develop a Club Service Committee to act as a clearinghouse to organize and provide appropriate support of those of us who may be suffering from health issues or death of a family member. The committee and contact information should be posted on our Website and at the shop so all members who receive information from members or family wishing to let friends know their situation will know how to get information to the chair. Without divesting too much private information this committee should provide Get Well or Sympathy cards for signatures to the shop or other gatherings such as McDonalds or 107 & Peoria or Breakfasts. If deemed appropriate by the committee, flowers or a plant could be taken or sent to the member in question. Please contact me to volunteer.

This committee should also be advised of Upbeat and Positive things that our members experience (weddings, birthdays, anniversaries, new grand babies come to mind) or as we have done in the past, military veterans who are celebrating birthdays and could appreciate a drive by so the rest of our club members may celebrate as well.

As we are all aware, simply living in Sun City we will each have a turn on the receiving end of this caring by the club.

We are trying to organize a general membership meeting for the third Tuesday in March. Location is still being determined and may have to be outside.

Thank you,

Les Litzenberger





Featured Wheels

This month's feature car is Troy Janicki's Aqua Marine colored 1967 Pontiac Firebird 400 Convertible. The car was originally obtained in 1973 by Troy's dad Al from their neighbor in Toledo Ohio for about \$1,500. The neighbor had been the original owner and probably paid about \$3,500 for it. Before Troy could legally drive the Firebird would be fired up regularly and backed out of the garage so Troy could wash it and then pulled back into the garage. When Troy was about 13 Al taught Troy how to start the car, back it up and pull it back into the garage after Troy washed it (of course). This Bird is slightly older than Troy and was the car he used to take his driver's exam. At that time the rear plastic window had oxidized to an opaque yellow so the car had only a driver's side rear view mirror to navigate backwards by. During the test Troy had to zig zag backwards through pylons using only one mirror for guidance. He passed the exam on the first go through! Later he and his brother escorted their dates to the Whitmer high school senior prom in the Firebird! Troy began restoring the car in 2014. He bought a tutorial dvd on how to paint a car and painted the entire car in his dad's garage! Man, it turned out great!



Troy in his 1967 Firebird outside the VVSC shop



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The interior is very original and it has the optional turbo hydramatic



The 400 cubic inch engine cranks out 325HP at 4800 RPM



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The History of the Firebird

Pontiac introduced the Firebird February 23, 1967, to compete with the Chevrolet Camaro (introduced September 29, 1966) and the Ford Mustang (introduced April 1964). The Firebird was designed from the Camaro's F-Body design and the GTO's A-Body drive train with a different rear end, sub-frame, split-grill front end, six vertical louvers on the front of the rear quarter panels, and louver style tail lamps. Improvements were also made in the engine placement, front suspension, and reinforced rear springs. The 1967 Firebird was offered in a convertible and a hardtop coupe with five magnificent versions:

Firebird OHC A 230 cubic inch six-cylinder one-barrel overhead-cam with 165 horsepower. Prices started at \$2,666 for a coupe to \$2,903 for a convertible "economical fun car." The OHC's use of a toothed, fiberglass-reinforced, rubber belt instead of the usual noisy chain to drive both the cam and engine accessories was a world first.

Firebird Sprint 230 cubic inch six-cylinder four-barrel Quadrajets carburetor overhead-cam with 215 horsepower and 10.5:1 compression, heavy-duty clutch, floor-mounted three-speed, larger valves, and low restriction intake and exhaust system. This upgrade was available for an additional \$105.60.

Firebird 326 V-8 326 cubic inch two-barrel with 250 horsepower. This was available for an additional \$95.04.

Firebird H.O. V-8 326 H.O. (High Output) four-barrel with 285 horsepower, premium fuel, stiffer suspensions, dual exhausts, and side stripes with "H.O." lettering. This was available for an additional \$169.70.

Firebird 400 The 400-model firebird had a high-performance V-8 400 four-barrel Quadrajets with 325 horsepower at 4800 rpm, heavy duty floor shift three-speed, twin (non-functional) scoops, heavy duty springs, wide-oval red-line tires, chrome air cleaners, dual exhaust, declutching engine fan, heavy duty battery, heavy duty starter motor, heavy duty radiator, and chrome rocker covers and oil filler cap. This was added for \$358.09. On top of this, an extra-cost four-speed or Turbo Hydramatic was available for an additional \$273.83. (Information from 1967 Pontiac Firebird History -- First Generation Firebird (1967, 1968, 1969) (firstgenfirebird.org))



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Pics from Events involving members

Be sure to visit the VVSC website to check for the latest events



On the Trail - A group including members and others circled the side by sides during an impromptu get together at the Mound OHV park.



One Friday afternoon at 107th and Peoria during a drive in



A number of members took their side by sides an adventure to the OHV trails near Wickenburg.



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♥ Valentine's Day 2021 ♥

The Horny Toad, Cave Creek

Near table: Bob Cummings, Lynn Cummings, Chuck Louthan, Patty Louthan, Tom Wilber and Patty Wilber

Middle table: Yvonne Ahrens, Don Ahrens, Connie Sherman, Jim Pittelko and Mary Pittelko.

Far table: Jolene Shelton, Tim Shelton, Jeff Casura, Jerry Oyler, and Nancy Oyler.





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Upcoming events

Movie night (movie to be announced)

Friday 2/26 at 5:30 PM at Menke Funeral Home (103 and Coggins (SW Corner) building on back of lot. RSVP required as only 20 spots are available and \$2.00 donation required.

Trilogy Roadrunners Annual Car Show

Saturday 3/6 from 10:00 AM to 2:00 PM at 27980 N Trilogy Blvd., Peoria. Online registration at triloigyroadrunners.com

Wooddale Retirement Center - Park and display for one hour

Tuesday 3/9 from 12:30 PM to 1:30PM at, 1816 N 99th Ave (North of Union Hills St.) Resident visitation.

Woodmark Assisted Living and Memory Care Drive Through

Tuesday 3/9 at 2:00 PM (two passes) with residents outside to view. Do not stop your vehicle. (Meet at the Bell Center at 1:40 PM)

VVSC Car Cruise in and Display

Sunday 3/14 from 9:00 AM to 1:00 AM at Cross Church Surprise 17475 West Bell Road near the 303. \$10.00 donation and bring canned food for church's food bank. Food vendors on site. Cars need to be in place by 8:30 AM.



Member News

In Memoriam: We were recently informed that longtime VVSC member Bob Farons passed away in hospice in mid-December.

On February 13th, 2021 **Jerry and Nancy Oyler** received a glass cup from Nancy Perry Productions for Best in Class for their 1940 Ford Coupe at the Saturday Morning Breakfast Cruise in & Car Show in Chicken Ranch, Surprise, Arizona.

Denny Lockmon was also presented an award at the Chicken Ranch car show in Surprise.

Carol McDade's photograph was in the February 24th edition of the Sun City Independent behind the wheel of one of the cars auctioned off at a previous Mecum auction. Carol was quoted as saying "I just wanted the opportunity to drive cool cars."





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Lifetime Benefactor Program

The Board has approved a Lifetime Benefactor Program. Donors who have given at least \$1,000 will be awarded lifetime membership in the club. Secondary members of the same address will also receive the lifetime membership benefit. Donors who are not members of the Vintage Vehicles of Sun Cities car club are considered honorary lifetime members, but are not able to use the club facilities.

Donation forms will be available at the shop and sent out periodically. Payment options include cash, check or credit card. Donations can be made all at once or over time. Bequests can also be made.

The funds raised by this program are being used to buy equipment for the new shop and expand its capabilities. Some of the additional automotive and building equipment being sought include HVAC, vehicle exhaust removal system, a rotary air compressor, floor mounted drill press, additional tool boxes with tools, dynamometers, lifts for specific applications (suspension work, trucks, and tire changes), sheet metal tools and other tools. The program will also provide an avenue of funding for replacement of tools and purchase of expendable supplies.



Magnetic Name Badges

Some members have asked about the magnetic name badges that many of our longer time members wear for events other than the shop or meetings. They can be obtained at Can Do Engraving, 15434 N 99th Ave. (at Greenway/103rd) Sun City. 623-972-1760. They are a good local small business which deserves our patronage. *Please remember that the club issued laminated badge is the only one for use in the shop as it has your VVSC/RCSC number, the Shop Rules disclaimer and emergency contact information*

Good Old Jalopies

A nostalgic column dedicated to the stories behind the first horseless carriages owned or occupied by members of VVSC.



Jane's Jalopy: Long, long ago in a distant place called Toledo Ohio member Jane Fast purchased her first car from her brother for \$75, a 1963 Dodge Dart similar to the one shown here. She called it the "Gray Goose" and it would reportedly go from 0 to 60 in 3.6 hours on a steep downhill course with a tail wind. Speed shifting was accomplished by a push button transmission. The fire damaged bench front seat was replaced by a "junkyard find" pair of bucket seats which were "lightly" attached to the rusted floor boards. The car was notorious for losing a little weight on every trip as chunks of rust dislodged after hitting one of the many potholes on Toledo roads. It would also leave a trail of oil to mark its path. Sadly, one day the car suddenly stopped running because the engine oil that had marked the trail of every trip ran out.



Shop Talk

A column dedicated to a current shop project or two.

If you stopped by the shop recently you may have noticed a six-person club car golf cart undergoing a power plant transplant (it's third). The cart started out life as a shuttle for a company that sold classic cars. Go figure it would end up being revived by a bunch of vintage vehicle people. At various times the cart has been in Indiana, Denver, Sun City and underwater. Long story. Originally powered by a Kawasaki 290cc, 9 horsepower engine it had a top speed measured in feet per hour when it was not being towed. During a Thanksgiving drive the cart made an awful noise and stopped dead in its tracks. Upon inspection it was determined the cart's engine was toast (thrown rod), could not be rebuilt (stress fractured crankcase) and a replacement engine was not available. A 22HP hot rod conversion option was available for approximately the same cost of towing the cart to the middle of Lake Pleasant and sinking it so the fish could use it as habitat. Common sense lost out and our group decided to "sink" more money into the party cart rather than just sink it. So, if you see a red party driving around Sun City you will know the conversion was successful... And if you don't see it driving around Sun City you may need to rent scuba gear and take a trip out to Lake Pleasant to see it.



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Construction on the new shop moves forward as projects continue in the current shop (Tom Welle's gorgeous '64 Galaxie in the foreground)



Tom Williams and his beautiful '40 coupe. Installing a new carburetor.





Special Feature

An occasional column as submitted by members

Where Old Bumper Cars Go (Submitted by Gary & Mary Oyler)

They ran on electricity and had a pole on the back going to a metal electrical charged overhead plate. Remember driving the bumper cars at amusement parks or a fair, don't you? They were so much fun. Well, now what do you do with Old Bumper Cars?

WHO KNEW?

Yes, you read that right; these little beasties are street legal.

They run on either Kawasaki or Honda motorcycle engines and co-opt vintage bumper car bodies into the most awesome form of mini-car we've seen in too long. There are seven of these little monsters floating around California and they're all the creation of one man, Tom Wright, a builder in the outskirts of San Diego who figured the leftovers of the Long Beach Pike amusement park needed a more dignified end than the trash heap.

They were originally powered by two cylinder Harley Davidson Motorcycle engines but they rattled like heck because of the two cylinder vibration and Tom replaced them with four cylinder Honda or Kawasaki 750's, and a couple have been measured as capable of 160 MPH, which is terrifyingly fast in machines with such a short wheelbase.

By the way, the cars are almost Indestructible in accidents! (Check out the license plates!)¹

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DMV is ready for road use.. Put two golf bags on it and you could play a round of golf in an hour



Alpha cat would be perfect for those quick trips through Fry's or Safeway; put a basket on either side of this beast and drive through aisles scooping up those groceries in record time. No need to find a parking space...





Trivial Pursuit

A column dedicated to those who love trivia and cars. Answers on last page

1. In 1960 Chevrolet introduced a rear-engine car with a 108-inch wheelbase. None of the major US manufacturers made a rear-engine car at the time. At fifteen feet long it supposedly seated six. They produced this car until May 1969. The car was prominently featured in one of Del Webb's original advertisements for Sun City. What car was it?
2. Ford Motor Company introduced a compact car in 1960 that featured a 144-cid inline six. The model stayed in Ford's line until 1970. What car was this?
3. Rambler/AMC had their share of popular models. In 1965 Rambler introduced a 6-seat fastback to compete with Ford's Mustang. Disappointingly, the car was only produced for three years--a total of 17,400 cars. What car was this?

Recipes

A column dedicated to those who love great food and those who make it.

Roxie's never fail pie crust



This recipe has been passed down for generations and makes very good crust. The ingredient that makes it better appears to be the vinegar.

3 cups flour

1 ½ cups Crisco shortening

1 tsp sugar

1 tsp salt

Blend together, and then add

1 tsp vinegar

1 egg beaten

5 tbsp cold water

This will make enough crust for 2 double crusts. If you don't use it all it will keep for some time in the refrigerator, but you may also put it in the freezer. In either case make a ball out of the surplus and wrap it with some plastic wrap. We have also found in Arizona you may need to add a little more water because of the arid climate. The test of that is after you have rolled it out you should be able to pick it up to put in the pie tin or on top without it crumbling a little. Warning: We had a neighbor who could not get it to work well for her. The problem was she was using a Cuisinart machine to mix it. Just mix it by hand and it will be great.



You've got to be joking -

(Dedicated to some of our favorite car jokes)

1. New Teslas don't come with a new car smell -They come with an Elon Musk.
2. Quarantine has turned us into dogs. We roam the house all day looking for food. We are told "no" if we get too close to strangers. And we get really excited about car rides.
3. If you run in front of a car, you'll get tired...But if you run behind the car, you'll get exhausted
4. A young boy is listening to the radio in the car with his father. Dad, what music did you like growing up? I was a huge fan of Led Zeppelin, the father replies. Who? the son asks. Yeah, the dad responds, I liked them too.
5. A cop stops a miner for speeding on the highway. COP: Whose car is this? Where are you headed? What do you do for a living? MINER's reply: mine
6. "When one door closes, another opens", the salesman said. "That's all well and good", I replied, "but until you fix it, I'm not buying the car."
7. I want to die peacefully in my sleep, like my grandfather... Not screaming and yelling like the passengers in his car.
8. With the rise of self-driving vehicles, it's only a matter of time before we get a country song where a guy's truck leaves him too.
9. I just got 9/10 on my driver's test. The last guy was able to get out of the way.
10. What do the British drink warm beer? Because Lucas Electronics makes their refrigerators

Have a favorite car joke? Leave it in the You've Got to be Joking Box at the shop and yours may be featured here.



Trivia Answers ²

1. Corvair

- a. While Motor Trend magazine proclaimed the Corvair "Car of the Year" for its quick handling, European flavor, independent suspension and its revolutionary rear transaxle, the Corvair never was a great seller. It was particularly hurt by the publication of Ralph Nader's book "Unsafe at Any Speed" which focused on dangerous handling qualities and the lack of safety features in cars of that time. In fact, Chapter 1 of the book was titled "The Sporty Corvair--the One-Car Accident". Still, the car was in production for 9 years and included four-door models, a station wagon, a convertible and the Monza sport version. The advent of the Mustang finally spelled the end for the Corvair.

2. Falcon

- a. The first Falcon was three feet shorter than the full-sized Fords but still managed to be roomy enough inside to seat six adults. The two-door had a factory price in 1960 of \$1912. The four-door was \$62 more. For buyers on a budget who still needed room to haul things there was a station wagon model and a Falcon Ranchero pickup. By 1970 Ford found they were unable to design new Federally-mandated safety requirements into the Falcon and so dropped the line. Falcon's successor was the Maverick which used the same chassis.

3. Marlin

- a. The Marlin was essentially a Rambler Classic with a fastback roof and different taillights. With it Rambler hoped to achieve a niche--sporty like the Mustang and Plymouth Barracuda with the roominess of a 6-passenger car. Mustangs and Barracudas were essentially 4-passenger vehicles. The Marlin could be ordered with a 232-cid inline 6, 287-cid V8 or 327-cid V8 engine. The motoring press was fairly unimpressed with its sports performance but did praise the roominess, styling and dual brake system. In 1966 the Rambler Marlin became the AMC Marlin. The car was discontinued after 1967 due to low sales.

Baseball fans may remember the car the Florida Marlins used in the parades celebrating their 1997 World Series victory. That car was a 1966 Marlin (Florida Marlins, AMC Marlin, get it?) with the top cut off.

² Notice to members: All answers are final and debatable.



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