



The Windshield View

March 2021

Did you know?

Before sophisticated scanning techniques became widely used for testing of engine valves, they were tested for quality by tapping them on a tuning bar. If the valve note rang true it was acceptable but otherwise it was a dud and thrown in the scrap heap. So, the valves in your old car were probably music to someone's ears.

The Behind the Wheel

Boy has there been a lot going on with your car club! Since the last newsletter we have held a board meeting and general membership meeting and I will touch on items discussed in those meetings.

Perhaps the biggest news is that we will begin moving to the new shop sometime early to mid-April with a goal of being operational by early to mid-May. Woo Hoo!

Shop regulars and monitors have numbered and assigned locations for much of the larger equipment. Once the lion's share has been moved (by RCSC personnel or contractors) much help will be needed to put everything together in preparation of opening for use. Ed Gordon, Stephen Fehn, Troy Janicki and Kevin Cole will be the leaders on this project and the purchase of needed equipment. When you hear about

the move being underway or before, please contact any of them to see how you may help.

The used auto fluids barrels have been emptied in preparation for the move. If you wish to do oil or other fluid changes you will need to take the used fluids with you and dispose of them at an auto parts store. This is standard practice at ARC of SC West so we have had things pretty good to date. This service is not free to your club so, you're welcome. We will resume as before after the new shop is in operation.

Supplemental to the new shop, new operating procedures will be developed and this will necessitate monitor re-training. Please don't try to come in and tell the monitor trainers how much you know or how long you have worked in the automotive industry in an attempt to get by the required training. Please listen, participate in the training and sign up for a shift as often as you are able to. With the size and scope of operation that will be able to be done in the new facility we will most likely need three monitors per shift so your help is definitely needed.

Thanks to all 90 or so of you who attended our General Membership meeting Tuesday 23rd at Sundial auditorium. Much information was shared. We were successful in passing a motion to allow your board to approve purchases above the limit of \$1,500 which is established in our Rules and Regs. This motion is for purchases needed for the new shop and time limited to the summer months when we can't have membership meetings to approve these purchases ending at our first Membership meeting in the fall. The purchasing is also limited to leave an operation amount of \$15,000 in the club general account.



The Windshield View

A list of desired equipment and tools was circulated relative to the shop move. This caused some confusion and some members thought that we were going to buy all of these items. While a number of the items on the list will be necessary to the shop operation much of the list was wishful thinking and great if you have the money but not absolutely required for opening. If you have expertise and are interested in helping with these decisions please contact either of the VPs or your Facility and Shop Director.

Once again, I wish to thank those who have generously donated to our Benefactor program helping ensure your club's success. We have received over \$30,000, between monetary donations of \$1,000+ or in-kind donations of equipment and machinery. These donations will go a long way towards making our shop operation a real showplace and something for us to be very proud of.

As of March 23rd we have over 260 current paid members and we are sure this number will only increase as we get moved and in service at the new shop.

Many of our members participated and helped organize a car show at Cross Church in Surprise. This was a great success and raised a little over \$1,000 for the club. 77 cars were displayed with 49 of those being VVSC members and 28 from other clubs or independents. Many church attendees enjoyed visiting the show between services. It was a fun day for all.

Gary Meager who has the red Nova which has been in the shop since shortly after we opened, wished to thank all of the members who pitched in to get his car running and finished enough to take home. Gary has had some tough health issues during the last year plus and is grateful almost beyond words for the assistance he has received on this.

“Cheers, Tears & Pit-Stops”, a new club service committee has been established for the purpose of keeping the membership informed of member's birthdays, new grand or great-grandchildren (future “car People”), anniversaries, other good news, deaths or illnesses in member's families. They will be responsible for getting appropriate cards signed at various events or gatherings and sending or delivering these to those affected. The three members who have volunteered to lead this committee are Marilyn Miller, Nancy Oyler and Yvonne Ahrens. Thank you for stepping up!

Please keep your ears open and if you hear of one of our members suffering or celebrating some life event (e.g., operations or hospitalizations please contact one of these ladies and they will run with it!

Yvonne Ahrens, 217-899-7842, or y.ahrens@gmail.com

Marilyn Miller, 509-279-4952, or bob-marilyn@q.com

Nancy Oyler, 480-558-6717, or nancynascar@outlook.com

Some members have asked what the password for the members only section of the website is. Please contact Ron Whitney at 623-875-7413 and he will provide you with the password. The members only section has the membership list with phone and email addresses of all members and all general meeting minutes and monthly Treasurer's Reports.



The Windshield View

In closing I want to thank you all for your interest and participation in making this club the best in Sun City, if I do say so myself.

Les Litz



Editor's Note: Statements and images attributed to God about sexy cars have not been verified by God and should be considered personal opinion.

Cheers, Tears and Pit Stops

Jerry Simmons recently told us that Verna is feeling better and will begin dialysis soon. We look forward to seeing Verna at events in the future.



Two new lifetime members announced at membership meeting



Alan Baxley, Scott Donkers, Troy Janicki and Jon Braemer

Welcome our newest members (March new members to be reported in April)

- Ted Johnson 1979 Fiat Spider
- Doug Porter 1947 Chevy Coupe
- Rita Riley
- Glen & Patsy Rainey 1975 Chevy El Camino
- Rob Krawtschuk 2004 Silverado / 2005 Colorado
- Margaret Atterbury
- Ricke & Mary Carlson 1952 Oldsmobile
- Timothy & Sally Adams
- Thomas & Deborah Kron 1974 VW Bug
- Larry Henry 1946 Chevy Pickup
- Craig Watts
- Kimberly Kanuit



The Windshield View

Members helping Members by Joseph Warfel

When Gary Meager got started restoring his 1974 Chevrolet Nova SS, little did he know he would soon be in the fight of and for his life! Gary had a medical emergency with kidney failure and needed a transplant. Gary and his wife Janet have a daughter serving in the military who received a special leave from service to fly to Phoenix and see if she would be a suitable donor, unfortunately she wasn't for Gary. However, she was for someone else on the waiting list and they found a donor for Gary as well. His daughter did donate her kidney to the stranger and another stranger donated to her father. Two lives saved!

The road to recovery for Gary was slow, and he suffered a few more setbacks with a back issue which required two surgeries to repair but now he is on the road to a full recovery. All along, the Chevy Nova was sitting under a cover at the Vintage Vehicles of Sun City shop partially restored. That's when several of Gary's fellow car club members stepped in and went to work. Gary would come to the shop and supervise the project as the newly upholstered seats were installed and the interior put back together. The rebuilt 350ci engine was "broken in" and tuned, with the carburetor getting some extra attention. Each of the club members helped out with their special talents. Next, the transmission was hooked up and filled with fluids. After about a month of work the car was running and driving! Although the car is now able to move on its own power, the project is not finished. After all, we didn't want to work Gary out of a job when he is back on his feet.

We are all looking forward to seeing him and his unfailingly good attitude back at the shop to work on his car. Soon, he will be joining his fellow club members at some of the local events with his 74 Nova.





Upcoming events

Ladies Lunch

Monday, April 5th – 12:00

Hurricane Grill – 11340 W. Bell Road, Surprise

97th Birthday Event – Henry Mimonski (Navy WWII & Korean War)

Wednesday April 7th 9:30

Garden Ridge Senior Living, 18170 N. 91st (South of Union Hills)

Meet at True Valley Parking Lot (Greenway and 99th) at 9:30.

Sanderson Ford Museum Tour & Lunch

Saturday, April 10th 10:30 leave from shop

6400 N. 51st Avenue, Glendale, Arizona

Lunch Kiss the Cook (4915 W. Glendale Ave., Glendale.

Orchard Pointe Nursing Home – Drive in and Lunch

Friday, April 16th 11 am to 1 pm

17200 N 67th Ave. (67th N. of Bell)

(They will be serving a barbeque lunch and making a club donation.)

99th and Thunderbird Cruise in

Event occurs every Sunday 9 to 2 thru the first 2 weekends in May





The Windshield View

Cross Rivers Church Car Show

Some 77 cars, 48 of which were member's cars, were on display at the very successful car show hosted by VVSC. Here are some pics from the event.



Top: Club members manning the registration and merchandise booths at the car show. Bottom: Jerry Simmons sitting next to his and Verna's car. Kevin Cole is pictured sitting behind his car.



The Windshield View



Some of 77 entrants in the car show.



Featured Wheels

In 1955 John Wazorick saw the truck of his dreams, the Chevrolet Cameo. Over the next several years he watched as Chevy made his dream truck dreamier adding two tone paint (Cardinal Red with Bombay Ivory accents), extra chrome trim and a new open mouth grill in 1957. Only 2,224 of the 1957 Cameos were made with a base price of about \$2,273. That was too much money for someone starting a family and career but John kept dreaming. Then one day in 1977 while looking through the Chicago Tribune want ads John stumbled upon a 1957 Cameo for sale for \$500. With spousal approval from Louise John bought the truck pictured in the left. As an Illinois truck it had its



share of rust. Bit by bit part by part John completed the restoration to the original factory specs. This is a picture of John's restored Cameo. >

For years John searched for a set of original wheel covers (Hubcaps). He gave his card to folks who might come across the hubcaps and kept a sharp lookout in the want ads. Then one day he got a call from someone who had found a set of new wheel covers in the original box and thus the haggling began. At the end of a long negotiation John made his best and final offer of \$600 for the set of four hubcaps, \$100 more than he paid for the truck. The seller rejected the offer and the deal was off. Several days later the seller called back and John repeated his final offer. The seller thought for a moment and said; OK I'll sell them to you for \$450. Cash in hand John picked them up and the deal was sealed.





The Windshield View



This is a picture of the brand hubcaps. Please note there is no place to fill the tires with air. To do so, the hubcaps pop outward; remaining affixed, to reveal the air valve in the wheel to fill the tires hidden behind the hubcaps.

The Cameo is powered by a 283 cubic-inch V8 with power output at 185-horsepower. Five transmission choices, including an automatic, were available in 1957. Chrome bumpers, chrome grille, and full wheel covers, optional on other models, were standard on the Cameo. For the 1957 model year the Cameo had a new grille sitting in an open mouth that was turned upward. This grill was only used on the 1957 models. Inside, the upholstery was also two-tone, and came with arm rests, dual sun-visors, a cigarette lighter, chrome interior door knobs, and a large wrap-around rear window. The sides of the Cameo's bed are made from fiberglass.

John's Cameo in front of the shop >

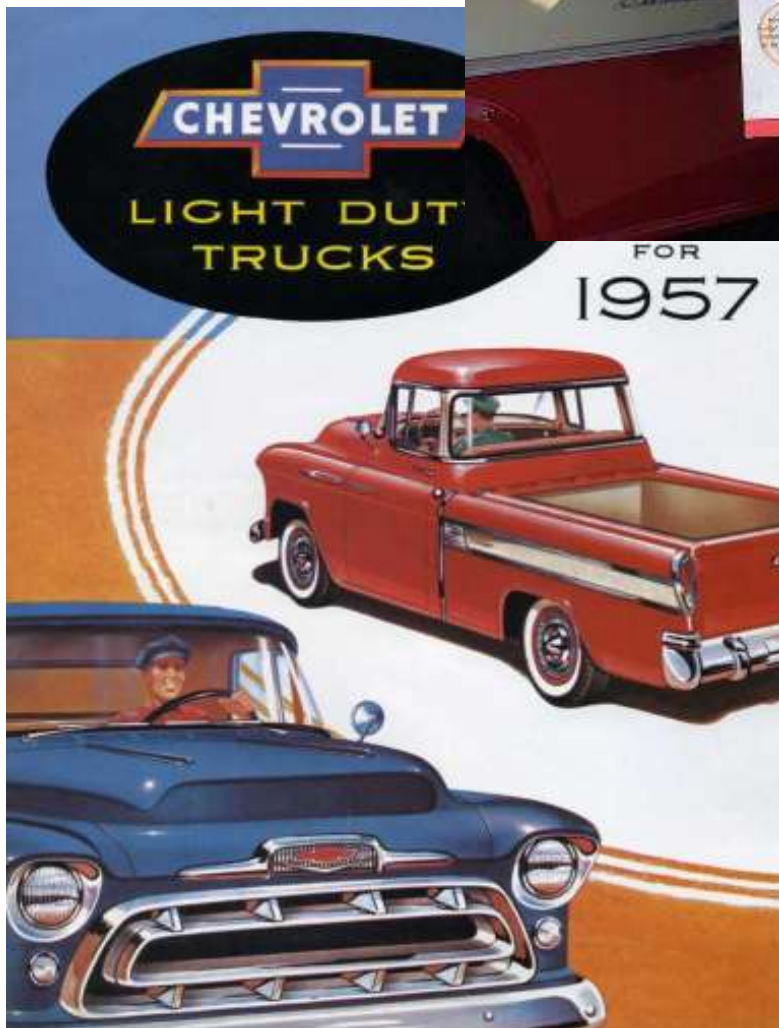


The 1958 Cameo was the last of the fiberglass-clad pickups, because Chevrolet had a steel fleetside body waiting in the wings. As a result, these particular Cameos are among the rarest pickup trucks ever built--the model was discontinued when the fleetside arrived in February of 1958. GM truck fans have a young Chuck Jordan to thank for the Cameo's milestone design.



The Windshield View

John purchased the original Chevrolet brochure that was used by dealers to sell these light trucks from an online vendor. The cover of that brochure is shown below. John's Cameo was also featured on the cover of Atlantan magazine.



John often brings the Cameo into the shop for some TLC. Most recently he installed an automatic transmission.

A big thank you goes out to John for sharing the fascinating history of his Cameo.

Shop Talk



Debbie Lassell polishes the valve covers for a 1956 T-Bird she is restoring. Her grandfather was the original owner and she received it from her father. Don Puetz, Kevin Cole and Tom Williams work on the VVSC 1954 F 100 truck project brakes. The truck now goes and stops! The large red golf cart has left the shop following a successful engine transplant. Several repair jobs and upgrades were made to member's vehicles during the month.

Thursday Wind Therapy



From left to right: Ed Gordon, Jason Gillespie, Mike, Debbie Lassell, Jeff Bennett, Randy Zens, Karen Echaniz, Al Valdes.

One day Ed Gordon had an idea for sharing an activity he loved: Motorcycle touring. He said to himself, “what the heck”, and posted a sign in the shop for anyone that wanted to join in on a weekly ride, membership not required. Ed appropriately called it Wind Therapy. What Ed started as a seed of an idea has blossomed into a group of local riders who have a great deal of fun along the way. Every Thursday a group of bikers assembles at the shop to plot another fantastic destination. (Departure times vary between 8:00 and 10:00 depending



The Windshield View

on the time of the year.) They follow the biker's creed: It's not about the destination it's about the journey. With the wind at their back and sun in their face the freedom of the open road lays ahead for this group. The one tank trips around the Phoenix metro area can range from 30 miles to around 125 miles round trip. A stop at an interesting place for lunch is always a part of the journey unless it's not. This casual get together of bikers is not a club sponsored event and membership in the club is not required to participate. Even my old Honda is allowed to ride along. What a great way to get to know some fantastic folks who share a love for two (and three) wheel travel. No sign up and no commitment are required. Just show up at the shop on Thursday and join the journey.



From Left to Right: Dave Crose, Jeff Bennett, Jason Gillespie, Ed Gordon, unidentified.



The Windshield View

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.



Stars and Their Cars



This is a picture of Johnny Weissmuller, Olympic swimming gold medalist and actor of Tarzan fame, with his 1932 Chevrolet convertible. Its 3.2 litre engine is a naturally aspirated, 6 cylinder that produces 60 bhp of power at 3000 rpm, and maximum torque of 130 lb-ft at 800-2000 rpm. A 3 speed manual gearbox transmits the power to the driven wheels. Prices for this model started at about \$475.



1932 Packard Twin Six 905 Coupe Roadster with Clark Gable. The price for the standard Coupe Roadster started at around \$2,750. A car like Clark's would have likely cost much more than the standard coupe roadster. The twin six featured a twelve cylinder 556.8 cubic inch engine that produced up to 160 horsepower.

A special thank you goes out to Gary Osier for providing this fascinating piece of car memorabilia. Stay tuned for more Stars and their Cars.



Trivial Pursuit

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

1. Who designed what was considered the world's first car?

- A. Henry Ford
- B. Ferdinand Porsche
- C. Karl Benz
- D. David Buick
- E. Louis Chevrolet
- F. Antoine Laumet de la Mothe Cadillac

2. What make and model is the General Lee from the Dukes of Hazard?

- A. Dodge Charger
- B. Chevrolet Camaro
- C. Ford Mustang
- D. Mercury Cougar

3. How did the Ford Mustang get it's name?

- A. A. Herd of Wild Horses
- B. WWII Fighter Plane
- C. Henry Ford's Wife
- D. Play on words for Horsepower

4. Which car is considered to be the first "muscle car"?

- A. 1963 Buick Riviera
- B. 1962 Chevrolet Impala
- C. 1967 Chevrolet Camaro
- D. 1964 Ford Mustang
- E. 1964 Pontiac GTO



Recipes



Crazy Cake by Yvonne Ahrens

Silt the ingredients below into a 9x13 pan:

- 3 cups flour
- 2 cups sugar
- 2 teaspoons baking soda
- ½ cup cocoa
- 1 teaspoon salt

Make three holes evenly spaced across the mixture.

Fill first hole with 1 teaspoon vanilla;

Fill second hole with 2 tablespoons vinegar and third hole with ¾ cup of oil. Pour two cups of luke warm water over all and mix with fork. Bake at 350 degrees for 30 minutes.



You've got to be joking -

(Dedicated to some of our favorite car jokes and corny ones as well)

1. Why do chicken coupes have 2 doors? Because if they had 4 doors they'd be a chicken sedan
2. I was walking down the street today when tow truck driver pulled up alongside me and said, "Excuse me, I'm looking for the accident site involving a van carrying a load of silverware." "No problem," I said. "Go straight down this road for 1 mile, then take the first left, and when you get to the "forks" in the road you're there."
3. A Guy walks into an auto parts store and says to the counter man "I'd like a set of wiper blades for my Yugo." Counter man thinks for a minute, then replies "OK - sounds like a fair trade to me."
4. What do you call a Ford Fiesta which is out of gas? A Ford Siesta!
5. What do you call a 70s cookie band? OREO Speedwagon

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 ¹

1. C - Carl Friedrich Benz, sometimes is the first person to create a vehicle powered by a gas engine in January 29, 1886. He may be seen as the birth certificate of the automobile. Karl Benz showed his real genius, however, through his successive inventions registered while designing what would become the production standard for his two-stroke engine. Benz soon patented the speed regulation system, the ignition using sparks with battery, the spark plug, the carburetor, the clutch, the gear shift, and the water radiator.
2. A - Those who watched the **Dukes of Hazard** will recognize the orange car in the show as a modified Dodge Charger called the General Lee. It had the name General Lee and a confederate flag painted on the roof. The show ran from 1979 to 1985 and featured Cousins Bo and Luke **Duke** and their car "General Lee", assisted by Cousin Daisy and Uncle Jesse, have a running battle with the authorities of **Hazzard** County (Boss **Hogg** and Sheriff Coltrane), plus a string of ne'er-do-wells often backed by the scheming Hogg.
3. B - Designer and executive stylist John Najjar was fascinated with a World War II fighter plane known as the P-51 Mustang. Widely considered the best American fighter plane of the Second World War era, the power and reliability of the P-51 Mustangs allowed bombardiers to carry out long-range missions from England to Germany. German Luftwaffe commander Herman Goering famously stated, "The day I saw Mustangs over Berlin, I knew the jig was up." Frank Thomas, an account executive who had been a part of the research team, famously proclaimed that the Mustang name won the day because "It had the excitement of wide-open spaces and was American as all hell."
4. E - The **Pontiac GTO**, a car often considered to have strongly influenced the muscle car era, was introduced in 1964 as an optional package for the intermediate-size Pontiac Tempest. The GTO was developed by Pontiac division president **John DeLorean** and was initially powered by a 389 cu in (6.4 L) V8 engine producing 325 hp (242 kW). The success of the GTO led other GM divisions to develop muscle cars based on intermediate-sized platforms: the 1964 Oldsmobile 442, 1964 Chevrolet Chevelle SS and 1965 Buick Gran Sport. Opinions on the origin of the muscle car vary, but the 1949 Oldsmobile Rocket 88, is cited as the first full-sized muscle car. The Rocket 88 was the first time a powerful V8 engine was available in a smaller and lighter body style (in this case the 303 cu in (5.0 L) engine from the larger Oldsmobile 98 with the body from the six-cylinder Oldsmobile

¹ Notice to members: All answers are final and debatable.



The Windshield View

76). The Rocket 88 produced 135 hp (101 kW) at 3600 rpm and 263 lb·ft (357 N·m) at 1800 rpm and won eight out of ten races in the 1950 NASCAR season. The Rocket 88's Oldsmobile 303 V8 engine (along with the Cadillac 331 engine, also introduced in 1949) are considered to have "launched the modern era of the high-performance V-8."





VVSC Officers

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