

# THE CRANKER

November December 2015

## MERRY CHRISTMAS



Holiday Greetings

# OUR SPONSORS/SUPPORTERS

## semi alphabetic order





## Titillating Words From On High

Another season has come and gone and I will be damned if I can remember it all. This old age sucks as the 1<sup>st</sup> of the month holds such great promise and then it is all over with nothing completed. There I sit wondering what the hell happened.

It was a year that has left me somewhat uncertain of where the Club was/is going and to that end, myself. Our Club meeting on November 8<sup>th</sup> we hopefully will be able to clarify many things.

On that note PAT AND I WISH EVERYONE  
A

MERRY CHRISTMAS &  
HAPPY NEW YEAR

## MAJOR ANNOUNCEMENT

It is with great regret that I must announce the resignation of our long time friend and Club Member JACK VICENTE.

Jack has ran and led our FRIDAY NIGHT SHOW for the last 6 years and has been the force that brought it from the A & W disaster to the premier FRIDAY NIGHT SHOW & SHINE we now run. Jack surrounded himself with outstanding members to help in Dave Brown, Caryle Hunter and Russ Beatty, not to forget Maria Vicente and Sandra Hunter and in the past Cathy Stephens and Tony Calucci, plus other I am sure I have forgotten (to which I apologies).

Jack and Maria have decided to enjoy some "ME TIME" and well deserved.

We will miss Jack and hope he visits with us often.

JACK - thank you for everything and I will miss you much.



## SUNDAY NOVEMBER 8<sup>th</sup> MEETING MINUTES

In attendance:

Blaine & Pat Shaw  
Ron & Doreen Hauck  
Caryle & Sandra Hunter  
Jack Vicente  
Russ Beatty  
Ed & Ari Berry  
Carl & Lori Wall  
Jim & Mike Husband

### ADGENDA:

#### I. Bank Account Recap

- a. Blaine presented a recap of the Bank Account
- b. He advised that we are in better shape in 2015 with much of this success going to Jack & Dave
- c. That there are 3 cheques to be issued to agreed charities
- d. There was no questions or inquiries

#### II. Friday Night Financial Recap

- a. Blaine presented a recap of the financials of the Friday nights

- b. Blaine advised that this was the most successful year in car numbers and charity donations
- c. Over 700 lbs of food was collected and donated to the Food Bank
- d. A cheque will be issued to the Eden Food Bank in the amount of \$800.
- e. Part Source became a major sponsor to our FRIDAY NIGHT SHOW & SHINE and we agreed to support the “JUMP START FOR KIDS”. Between the money collected on the last Friday of each month (this was shared with the Food Bank) and the BBQ the Mississauga Classic Car Club donated \$2500.00 to this cause
- f. Part Source is very pleased with our efforts

### **III. Friday Night Update**

- a. The first order of business is to find a replacement for Jack
- b. Dave, Russ and Caryle may be willing but the best weekly show N shine is a major commitment
- c. Blaine made it clear that those that decide to take on the weekly show must be prepared to deal with property management, sponsors, door prizes, storing and transporting the necessary equipment
- d. In addition it is rumoured that the RONA building has been leased to COSTCO – If this is indeed correct the chances of using the parking lot will be slim
- e. Blaine is trying to get in touch with Calloway Investments, but his calls have not been returned yet

### **IV. COTS Financial Recap**

- a. This was also a successful year financially, but we were off by 50 cars, but up in the number of spectators
- b. Blaine asked if anyone has any questions to please call him

### **V. COTS Update**

- a. 2016 application has been submitted
- b. Date requested is Sunday July 3<sup>rd</sup>

- c. This date coincides with American Long Weekend and an effort to attract more US cars will be made
- d. Blaine has spoken with Over N Under Club and they are back on board
- e. Councilor Starr and Carlson are back on board
- f. Blaine asked for committee members but no one jumped up and volunteered at this time
- g. Blaine will let everyone know when a meeting is scheduled
- h. Blaine then advised that total car were down but spectators were up, we need to address why the cars were down
- i. Blaine suggested that we were competing against Tottenham, Silver Willows plus others, was this the problem, and if so moving to July 3<sup>rd</sup> will remove this issue as these 2 shows are on the following weekend
- j. Blaine asked if we did enough advertising
- k. Blaine then asked that everyone put their thinking caps and come up with suggestions
- l. He also asked for other thoughts on
  - i. Music – change or keep Itchy & Scratchy
  - ii. Vendors are they worth the effort
  - iii. Food trucks
  - iv. Preregistration
  - v. Anything else

### **VI. Vintage in the Village**

- a. In July Ron H and Blaine were approached by Councilor Carlson to assist in organizing a car show in the centre of Streetsville
- b. He was only looking for 20 or so cars to park at the MEMORIAL CENOSTAF
- c. He would look after all permits, prizes, goody bags etc
- d. On Sunday September 20<sup>th</sup> with Caryle doing the DJ'ing, Jack, Dave, Don Bolder and his friend Ron, and of course our ever

present ladies we handled 70 plus cars that came and went all day

- e. The show was an outstanding success and was visited by Mayor Crombie, MP BUTT, and MPP Delany plus Councilor Starr
- f. Ron and Blaine has met with Councilor Carlson to discuss 2016 and it is being discussed to enlarge the show to closing down part of Queen Street
- g. Further develops will be reported as soon as they become available
- h. We will be looking for volunteers and either the CADETS or SCOUTS were suggested

## VII. Open Discussion

- a. Membership was addressed as our numbers are dropping off and we have not been putting in any effort to attract membership
- b. It is felt at this time that we do not make any drives until we know exactly what we are doing in 2016
- c. It was agreed that the doors be closed at the present WORKING MEMBERSHIP, but if someone comes knocking we can address
- d. Pat to try and arrange a Xmas dinner somewhere



## Playmate of the Year AMX returns to its original pink

Daniel Strohl Apr 20th, 2015



*Photos courtesy Mark Melvin.*

For decades, the pink AMX that AMC gave away in 1968 wore one coat of different colored paint after another to hide its factory-original hue. The cover-up, however, came not from an overabundance of testosterone on the part of the car's owner, rather on the part of its pursuers—longtime owner and Playboy Playmate of the Year Victoria Vetri found it difficult to keep a low profile in a bright pink car, even in Los Angeles. But now, one AMC enthusiast has returned one of the most famous AMXs to its original shade of pink as part of a full restoration that he will debut next month.

From 1964 on, every Playboy Playmate of the Year got a car, boat, or motorcycle, typically new and sporty or luxurious; at least for the first 10 years or so of the tradition, the cars the playmates got were painted pink. When AMC [inked a deal to host its 1968 dealer meetings](#) at several of the Playboy clubs across the country, it only made sense that the company would provide the next PMOY car, and it only made sense that the car would be AMC's new two-seater AMX, which the company introduced about a month before the dealer meetings and the presentation of the car to Vetri, who went by the name Angela Dorian for her appearance in the magazine.



*Victoria Vetri, better known as Angela Dorian, was the Playmate of the Year in 1968 and got a pink AMX as a trophy. Then came Roman Polanski, the Manson Murders, and a nine year prison sentence four decades later.*



May 1968 Cover Playboy



Serving 9 years

Though powered by a base 290-cu.in. V-8, the AMX that AMC gave her was still fairly well loaded, with air conditioning, power steering and brakes, an 8-track, a tilt column, tinted windows and Magnum 500s. (The pink AMX she's sitting on in the magazine, by the way, was one borrowed from a Los Angeles AMC dealer and hurriedly painted for the photo shoot, not the one AMC gave her.) It even had a special-made six-digit dash plaque of 36-24-35, corresponding to her measurements.



The AMX as Mark bought it.

Vetri [said in an interview years later](#) that after her appearance in *When Dinosaurs Ruled the Earth*, she had the AMX repainted brown (then later gray and again to black) to keep stalkers from following her and even to cut down on the number of times police officers would stop her to see if she really was the 1968 Playmate of the Year. The latter repaints could very well have arisen from other reasons as well: Current owner [Mark Melvin](#) says that when he stripped the car down, he found that no corner of the car hadn't been crunched in an accident—both doors had been replaced, a gash had been torn in the flanks and shoddily repaired, and when he picked it up, the front end had been mashed in. Vetri had stated that she'd have liked to eventually repaint the car pink, but never did.

Not until the summer of 2010 did Vetri—now known as Victoria Rathgeb—sell the AMX, just a few months before [she shot her husband and was arrested for attempted murder](#). (In 2011, she was [sentenced to nine years in prison](#) after pleading no contest to attempted voluntary manslaughter.) Mark, who's owned a [1969 AMX](#) since buying it for himself as a high school graduation present in 1977, said he bought the Playmate of the Year AMX from a used car lot in Venice Beach, California, knowing full well who the original owner was.

"The car is almost mythical," Mark says. "Everybody who owns an AMC knows about the car and knew that it wasn't available for the longest time."

After a couple of years collecting the necessary parts to restore it, Mark called on a few of his friends in the SoCal [AMX Club](#) for help with the [rotisserie restoration](#), which required a full teardown and replacement of the rusty quarter panels. He rebuilt the original drivetrain and, what's more, stripped the black, gray, brown and even most of the pink layers of paint from the body so he could repaint it in pink, just as the factory did.

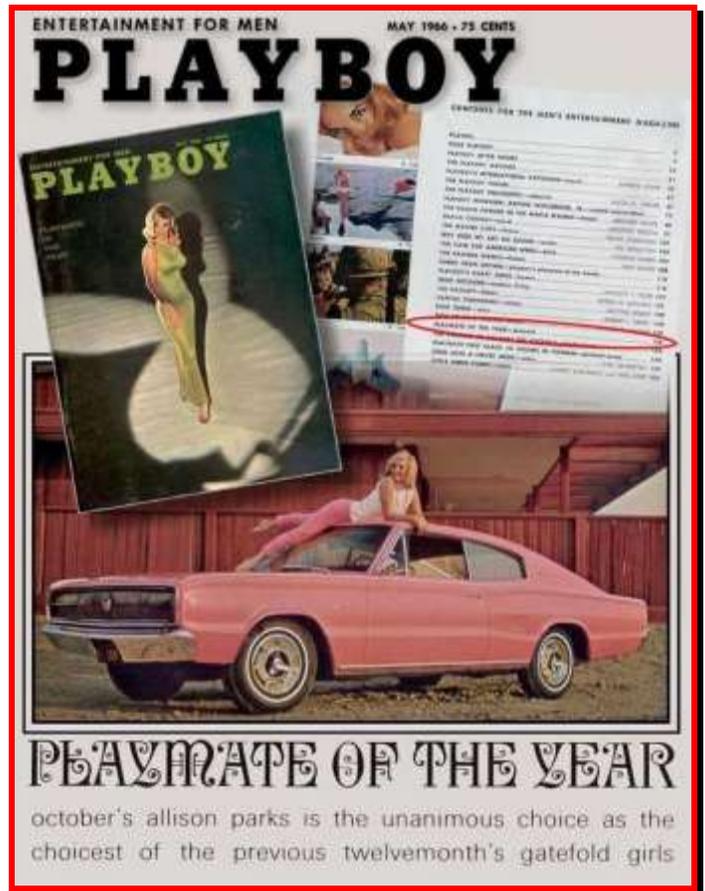
"My intention was always to restore the car in pink—that's where the value of the car was," he says.

“Without Victoria’s ownership of the car, it’d just be another AMX.”

While Mark’s friend John Siciliano hosted part of the car’s restoration in his garage, Mark says another friend, Allen Tyler, offered to take in the car and ended up doing about 99 percent of the work on it. “He just can’t stop,” Mark says of Tyler. “He’s always gotta be going.” Where possible, Mark explains, he bought NOS parts or reused the original equipment, such as the 290 drivetrain.



The restoration is just now wrapping up, and Mark now plans to debut the restored Playmate AMX at the SoCalAMX annual [West Coast All-AMC Car Show](#), scheduled for May 30 in Montclair, California, and then display it again at this year’s [AMO National show](#), scheduled for July 22-25 in Cleveland, Ohio. He’s also kept in touch with Rathgeb over the last few years and hasn’t ruled out the possibility of meeting her with the restored car when she is released from prison. “She wants to see the car when she gets out, and I want her to be a part of the car as much as she wants to be,” Mark says.



# Garfield on the oil crisis

A lot of folks can't understand how we came to have an oil shortage here in Canada. Well, there's a very simple answer. Nobody bothered to check the oil.

We just didn't know we were getting low. The reason for this is purely geographical. Our Oil is located in: ALBERTA, SASKATCHEWAN, BRITISH COLUMBIA, MANITOBA, COASTAL NEW BRUNSWICK, and COASTAL NEWFOUNDLAND.

But the DIPSTICKS are located in OTTAWA!! Any Questions??? NO ?... Didn't think so!!

# SPONSORS ARE A CLASS OF THEIR OWN

As we all know car shows, whether it is a weekly show and shine or a one day extravaganza, cannot be operated without fantastic SPONSORS. The Mississauga Classic Car Club boasts the greatest collection of SPONSORS any Car Club could hope to be associated with.

Each year we try to honour our SPONSORS by presenting them with APPRECIATION PLAQUES to express our gratitude. This year we have captured a few pictures of these sometime anonymous people who help us so much.

## CLASSICS on the SQUARE



Angelo Frasca - A & D Performance & Restorations



Jim Husband with Scott Brookes, General Manager CDC Distribution Centre



Marsha & Mike Giamattolo of Hugger Covers



Cesar da Silva Mississauga Engines



Royal Lube Meadowvale - Kashif Khalid Store Manager



Master Mechanic Meadowvale - Mark Davie  
Owner with Dave Brown MCCC



Angelo Frasca - A & D Performance &  
Restorations



Mint Auto Detail - Fernando Marques -  
there when we needed



Jim Husband with Scott Brookes, General  
Manager CDC Distribution Centre

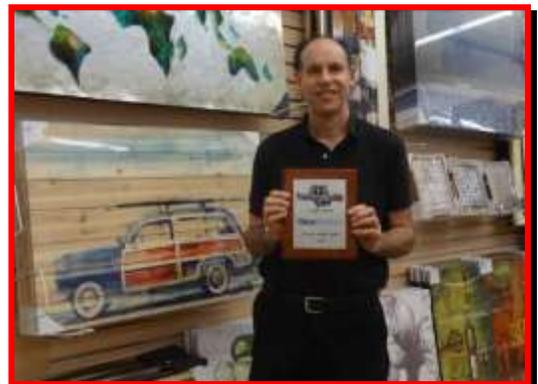


Marsha & Mike Giamattolo of Hugger  
Covers



Jeff Woods Beatty & Woods we welcome  
them aboard

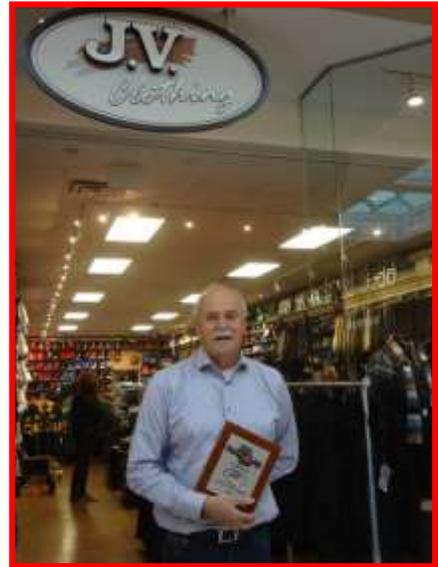
## **FIRDAY NIGHT SHOW & SHINE**



Eric Rodrigues of Home Outfitters



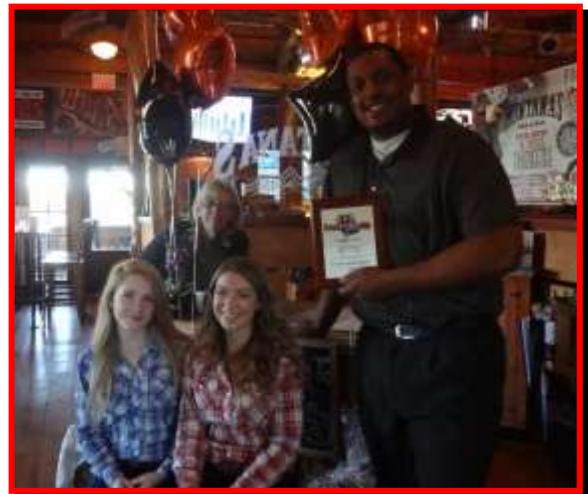
Cesar da Silva Mississauga Engines with Blaine Shaw MCCC (man you would think the Pres of the Club would get cleaned up a little)



John Vieira - J.V. Clothing - tried to keep us looking great - What A Challenge!!



PART SOURCE - RobynDalton Regional Manager & Ash Manchanda Meadowvale Store Manager with Pat & Blaine Shaw MCCC - a great bunch Classics - Friday Night - BBQ and Band - great friends



Matthew Sandiford and the Gals that take care of us at MONTANA's Steakhouse



Master Mechanic Meadowvale - Mark Davie Owner with Dave Brown MCCC



Amy Melo and supporting staff of Little Ceasar's Pizza - many pies and many door prizes



Addition Elle - Amy Hayes & supporting staff - supplied a place for our better halves to disappear to for a while



Wal Mart - Hala & supporting staff - kept the door prize pot topped off



Buffalo Wild Wings - Erick George & Cecelia Sokolowski - they kept us sampling all season - and they sponsored our BEST OF nights with great trophies



Mint Auto Detail - Fernando Marques - there when we needed

As you can see we are very fortunate as many of our Sponsors not only have been with us for years but are a part of all our shows. This also shows that they are real and work hard to service the communities we call home.

**THE MISSISSAUGA CLASSIC CAR CLUB IS PROUD AND HONoured TO NOT ONLY HAVE THEM AS SPONSORS BUT TO BE ABLE TO CALL THEM FRIENDS!**



Mustang Specialteaz - Jeff Chapman - Jeff Sponsored our FORD night with great prizes

**AUTO GLYM**  
**RAFFLE WINNER**

Dave Lambert of Auto Glym (correct spelling) not only sponsored Classics on the Square, but donated a Cleaning Kit to be raffled off to support the Club.



Here is our winner with Jack Vicente. Congratulations to:

**Ticket # 0693946 Winner is**  
**Mr. Dwayne Jung**  
**Georgetown, On**  
**Separated at birth? 1968**  
**Dodge Charger III and**  
**1969 Pontiac Cirrus**

Daniel Strohl

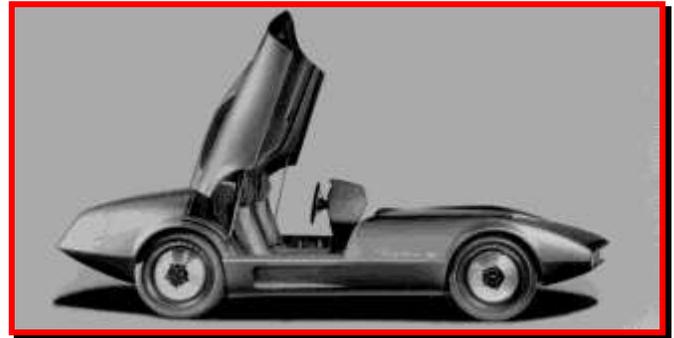


*Charger III photos via Chrysler handouts.*

When it first came out, the Dodge Charger III concept car drew a lot of comparisons to the Chevrolet Corvette, which was only natural, given the fact that it was a two-seater with a good amount of tech infused into it and those curvy front fenders that did look very much like the then-new Stingray.



But the comparison was really a loose one. The Corvette didn't have nearly as much rearward bias to the cockpit as the [Charger III](#), and it wasn't nearly as hunkered down and futur-y wedge-y sharp-edged as the Charger III. The Cheetah might have made just as apt a comparison, or maybe any of those wedge-shaped supercars just then starting to come out of the Italian design houses.



And if we're just looking at the funky doorless cockpit operation, again we might turn to what was coming out of Europe, or even to the Astro I of the year before or to Chevrolet's Corvair Monza GT of 1962.



*Pontiac Banshee II and Cirrus photos via GM handouts.*

We might compare the Charger III to another 1968 two-seater concept car, the [Pontiac Banshee II](#), which Pontiac renamed the Fiero in 1969. It has that long nose coming to a slight beak with

the hidden headlamps and crowned fenders, yes, but it's neither a coupe nor does it have the extreme cockpit setback. But we're getting close.



I'd argue instead that there's a lot of the Charger III in the 1969 Pontiac Cirrus and vice versa. The proportions are strikingly similar, both feature atypical entry methods (the Cirrus requires the driver and passenger to enter from the rear, much like an airliner cockpit), and both take a lot of design cues from fighter jets, including giant air brake flaps that emerge from the rear body panels.



But wait, the Cirrus debuted at the Texas State Fair in October 1969, long after the Charger III made its public debut, so how could it have possibly influenced the Charger III? Perhaps because the Cirrus was based on the GM-X Stiletto, one of multiple concept vehicles that [GM introduced at the 1964 World's Fair](#). GM merely updated and renamed it for the 1968 show season, keeping all the Stiletto's gadgets, but still not

bothering to install a drivetrain and upgrade it from pushmobile status.

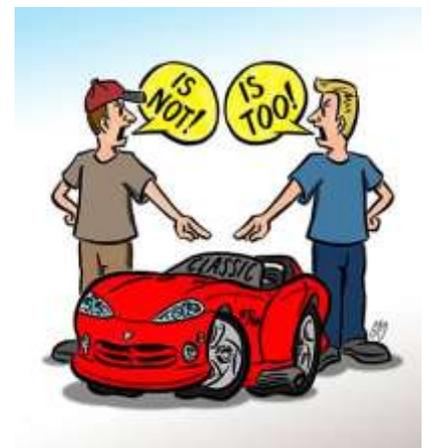
Like our [previous separated at birth comparison](#), we may never know if one directly influenced the other, nor are we accusing one or the other of stealing the design. After all, many of these elements were simply part of the automotive zeitgeist of the mid- to late 1960s (and beyond), so the designers behind the Stiletto/Cirrus and the Charger III may have simply come to similar ends via different means. In either case, it's a shame we never saw such futuristic vehicles make their way to production.

## Car Hobby Divided on Vintage Vehicle Bills

When it comes to older vehicles, the adage "one person's trash is another person's treasure" certainly applies. The variety of tastes within the automotive hobby ensures that just about any car or truck is desired by someone. In addition, the value attached to each four-wheeled specimen changes over time. However, because a car may be rare doesn't always mean that it is valuable. Many other factors, including current condition, prior refurbishment, pedigree, special options, limited packages and more must be considered as well.

After more than 100 years of automotive innovation, identifying factors that have earned certain vehicles "classic" status is increasingly relevant. A leading authority in the collector car community, the Antique Automobile Club of America, allows all vehicles 25 years old or older to be officially judged at national meets. In many states, vehicles that are 25 years old and older are eligible to receive a variety of benefits and accommodations.

At the federal level, the Cash for Clunkers Program spared cars 25 years old and older from the scrap page heap and expanded parts recycling opportunities. Long-time readers will remember the SEMA Action Network's (SAN's) role in securing that amendment to the law.



Earlier this year, the Maryland and Nevada legislatures introduced legislation attempting to redefine which rides qualify for specialty registrations. Under the Maryland bill, the age requirement for vehicles eligible for registration as “historic motor vehicles” would have been raised from 20 to at least 30 years old. The law currently provides these vehicles certain benefits, including an historic license plate, reduced registration fees, and exemptions from equipment and emissions inspections. In Nevada, under pending legislation, only vehicles manufactured prior to '96 would be eligible for “classic vehicle” registration, denying future classics the opportunity to ever achieve this registration status. Currently, vehicles 25 years old and older are eligible. A separate bill to repeal the emissions test exemption for all classic vehicles, classic rods, street rods and old timers is also on the table. Under that bill, all vehicles manufactured before '96 would instead be exempted, meaning that all '96 and newer vehicles would be emissions tested for life.



One look at the BMW M3 above makes it tough to believe that this very ride is now 25 years old. For years, this model has garnered an enthusiastic following of car fans. The uniquely painstaking task of adapting modern technology into this particular vehicle, including a 6.2L GM V8 power plant, was undertaken by owner/builder Kevin Byrd.

These measures, and others like them, are the result of specialty registrations being granted to vehicle owners that “abuse” the privilege. You know what they are—daily drivers, commercial trucks and otherwise poorly maintained autos wearing a specialty tag. Supporters argue that these efforts attempt to restore the designation’s inherent value. Most laws limit use of these cars and trucks to participation in car club activities, exhibitions, tours, parades and occasional pleasure driving. Many abusers commonly seek refuge in these designations after failing the required emissions test, diluting these categories with cars that the law was not intended to protect.

On the flip side, opponents believe that these proposals are not favorable to enthusiasts and make it more difficult to register legitimate historic vehicles.

Over the past several legislative sessions, Marylanders have fought to retain the historic vehicle definition against restrictions that are based on unsubstantiated claims of abuse. The Maryland Motor Vehicle Administration is already authorized by regulation to suspend the registration of any historic vehicle for use that violates the law. The state also seems focused on collecting additional registration revenues at the expense of collector-car owners. Further, the population of these vehicles is still not enough to cause any significant smog issue in either state. It has been shown that classic vehicles currently constitute less than 1.6 % of the total vehicle population in Nevada!



Now approaching age 25, cars such as this '93 Chevrolet Camaro Indianapolis 500 Pace Car are destined to become collectibles.

The SAN has chosen to oppose these bills in order to safeguard the greater good. SAN member Ramzi Vincent boiled down the issue in a letter to Maryland lawmakers: “Why penalize the many for the crimes of the few?” As an organization, we have always recognized the fact that the automotive community as a whole forms a diverse constituency. We believe that nobody’s taste in cars and trucks should be compromised by legislation to the extent possible. The hobby will be best served by demonstrating that we share common goals and that we can work together to ensure that these designations will be available to younger enthusiasts entering the hobby in the years to come.

Only time will tell the outcome of these battles. Fortunately, Maryland’s bill died when the legislature adjourned for the year. However, the fate of Nevada’s proposals is still undecided at the time the Driving Force went to print. Be on the lookout for an update and let’s hope with our combined efforts, it brings good news for those affected car collectors!

—Cover illustration by Colby Martin