

KALAMAZOO ANTIQUE



Arc and Spark



1903 Kalamazoo
by Michigan Buggy
Designed by Norm Knight

AUTO RESTORERS CLUB

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Toni McLellan's 1964 Dodge Dart GT Convertible

Visit us at www.kaarc.org

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THE KAARC MEETS AT 7:00 PM THE THIRD TUESDAY OF EVERY MONTH...SEPTEMBER THROUGH MAY AT THE MILWOOD UNITED METH-
ODIST CHURCH, 3919 PORTAGE RD., KALAMAZOO...JUNE, JULY, AUGUST AT THE GILMORE CAR MUSEUM, HICKORY CORNERS, MICH.

CAR OF THE MONTH!!

Many of us can testify to the fact that once you get into the old car hobby, it's no longer only a matter of finding the cars. Many times the reverse is true and the cars find us. Such is the case with Toni McLellan's 1964 Dodge Dart GT convertible.

To set the stage for the acquisition of this car we must go back about six years, to the first National Hot Rod Reunion in Bowling Green, Kentucky. Toni saw a little red '64 Plymouth Valiant convertible and fell in love. Since then, she has followed ebay and other sources, looking for a deal on a Valiant convertible to no avail. There are cars out there for sale, but their prices are either too high or their conditions are too low.

During a return trip from Bowling Green this past June, she and John opted to bypass the joys of driving through Carmel and Kokomo, Indiana, and, instead, motor up Highway 421 from Indianapolis toward Logansport. The first town of any size that they encountered was called Kirklin and they stopped to browse a couple of antique shops.

At one shop, a fellow stuck his head in the door and asked no one in particular who owned the yellow Dodge wagon out front. John indicated that he was the owner of said vehicle and hoped the guy wasn't going to say that he just hit it or something. His fears were groundless, however, and the guy just wanted to show John his '64 Dart GT.

While Toni continued to browse, John walked down the street to see the convertible. He thought it was worthy

of having a few pictures taken. Then, the guy took off, Toni came out of the shop and the trip home once again got underway. Once home, John downloaded the shots he had taken and it was then that Toni realized for the first time that the Dart was a convertible. She was aware that the Dart and the Valiant were sisters under the skin. She also saw the For Sale sign and a light went on. A few phone calls and some counter offers followed, and soon the car was hers.

This Dart GT is an early '64 version and sports the biggest engine available when it was ordered: the 225 cubic inch Slant 6. (At mid-year, a 273 cubic inch V8 was made available.) The only other engine offered at the beginning of the 1964 model year was a 170 cubic inch slant six with 101 horsepower. The 225 pumps out a respectable 145 horses.

Technically, this is an export and an import. The original owner was in the armed services and had the car shipped to Europe for a six year tour. When he returned to the U.S., the car was shipped back with him. Until his widow sold it four years ago, it was a one owner car. The car came with a small pickup load of spare parts including NOS headlight bezels and a complete set of chrome trim, instruments and a Beverly Hills car cover.

The car was repainted its original Anniversary Gold (1964 was Dodge's 50th anniversary year) at some point, and it will soon be ready for yet another paint job. The interior is original and has survived very well for over 45 years. The car has 82,000 miles. The old slant six still runs very well and can easily cruise at 70 miles per hour.

MINUTES OF THE AUGUST 18, 2009 MEETING

The August KAARC meeting was called to order at the Gilmore Car Museum by Doug McFarlen at 7:04pm.

A motion to approve the minutes of the July meeting was made, supported and approved.

TREASURER'S REPORT

Bob Williams presented his preliminary report on income and expenses from the 2009 Red Barns Spectacular. A motion was made and supported to approve the Treasurer's Report. Motion carried.

GUESTS IN ATTENDANCE

No guests were in attendance

PAST ACTIVITIES

The 2009 Red Barns Spectacular - Larry Salo reported that there were 109 cars judged and that the total number of show cars on hand was between 740 and 770. There were some issues regarding: the Peoples' Choice voting, an unwelcome rain storm, and a large traffic back-up down M-43 to the Gull Lake Public Access. Different ideas were considered with an eye toward alleviating traffic tie-ups, among these were an earlier opening time and a secondary route to get cars into the show.

Steve Turner commented on the swap meet vendors and that overall, vendor count and sales were up from last year. Most vendors were happy with the show. He suggested that next year the club should consider charging \$15.00 for a pre-registration for the swap meet and a \$20.00 registration fee the day of the show. Spots could be pre-assigned for regular vendors and club members. He also suggested a need for some way to help identify club members as they come in the gate. Perhaps a senior member could be of help in this matter. Steve also called for more streamlining to make the show more productive and profitable. Doug called a special post-Red Barn meeting to be held before the regular September 15 meeting.

Battle Creek Cruise the Gut - Chris Welborn reported that about 800 cars came to downtown Battle Creek to take part in the annual cruise night.

Krasl Art Center Concours on the Bluff - Dick Saddler commented on the show, held annually in St. Joseph, Michigan. He viewed approximately 80 cars. Dick also attended a show in Prairieville where he counted about 50 cars.

The Arcadia Car Show - Bob Toothman attended the Arcadia show and reported that two KAARC member cars broke down along the way, and other cars won awards.

Bob Toothman also drove up to the huge tractor show at Buckley, Michigan. He called it the biggest show ever, with elbow to elbow crowds.

COMMITTEE REPORTS

Winter Banquet Jim Sieklucki reported on the Winter Banquet plans that are underway. The event may be held at a converted grain elevator, Eesley Place, in Plainwell. There may possibly be a cash bar, too.

2010 Winter Swap Meet - Stan Rakowski reported that the new floor plan has been drawn up for the Hazel Gray Building and we will now have 8 foot aisles instead of six footers. There will be some loss of table space as well.

Boats At The Barns - Chuck Nagy commented on the 2009 BATB Show and that there was a wide variety of boats on hand. The show will continue.

2010 March Winds Tour - The date has been set for March 20th, 2010 and only a few seats remain on the bus. Stan is still working out the details as to where the destinations will be.

COMMUNICATIONS - The usual newsletters, ads, etc. were accompanied by news of a cruise night at Heritage Retirement Community at Portage Rd. and Miller Rd. on September 10. Music of the 50's will be featured and malts will be served to all who attend.

On August 28, a cruise will be held at Kalamazoo Mall to celebrate the mall's 50th anniversary.

Hank Hoffa's Fall Fly-In will take place on September 19. Call Dick Saddler for details.

OLD BUSINESS: Dave Lyon has ordered additional 2009 Red Barns dash plaques for members.

Please contact Toothman Printing if you have not received your club roster.

Dave Lyon's 12-Steps to Recognition of the KAARC was given a round of applause.

NEW BUSINESS: Dave Lyon offered a few suggestions: 1. Print and review club by-laws for members; 2. Revise budget quarterly and discuss in front of membership; 3. Create a rainy day fund and one for club's upcoming 50th anniversary; 4. Join the Gilmore Museum's plan to teach restoration basics to "at risk" youths.

COFFEE POT HONORS - PHIL RENUART

QUESTIONS, TIPS, PLUGS, ETC. None

ADJOURNMENT - 8:12 pm.

KAARC NEWS AND NOTES

Hey folks! Your erstwhile editor desperately needs photos and articles about your interesting cars, both restored and in project stages.

Another vehicle from the McLellan stables is presented on this month's front page, but before I hear any grumbles about putting my own stuff on the cover, think back carefully to recall if you have provided any photos and info on any of your vehicles. Some have stepped forward, and I greatly appreciate their efforts. There are many more potential cover shots out there in the KAARC, each and every one a special story in its own right. Please submit your photos and your information for use on the Arc and Spark's leading pages. You'll be providing a great service to one and all...and, besides, I just can't afford any more vehicles just so there will be something on the front page. If you do not like to write, just put the history of your car down in chronologically organized phrases and the editor will take it from there. Thanks!

FUTURE DATES FOR WINTER SWAP

February 6-7, 2010

February 5-6, 2011

February 4-5, 2012

February 2-3, 2013

February 1-2, 2014

February 7-8, 2015

DEADLINES FOR FUTURE ARC & SPARKS

For publication, please send articles, Sell and Swap, etc. by the date listed for each issue. Articles that can be emailed are preferred as that saves the editor a bunch of keyboard time...and exposes his family to less expletives.

October Issue - Must be received by October 3

November Issue - Must be received by November 1

December Issue - Must be received by December 1

January 2010 Issue - Must be received by January 1

February 2010 Issue - Must be received by Feb. 1

Thank you. The Editor

The 2009 - 2010 Calendar

September 27, 2009...The Relics' Traditional "Non-Billet" Hot Rod Show at the Gilmore Car Museum, Hickory Corners, Mich.

September 30 - Oct 4, 2009...Carlisle Fall Meet

October 7-10, 2009...Hershey Fall Meet

October 25-26.....Special Overnighter/Fall Color Tour. More details at September meeting.

December 6, 2009...Sibella's Shopper's Bus Trip, Woodfield Mall, Schaumburg, IL. \$40.00 per person by October 1, 2009
269-350-9601 • Cell: 269-569-4391

February 6-7, 2010..Winter Swap Meet, Kazoo Fairgrounds

March 20, 2010...March Winds Tour, Destination To Be Announced at A Future Meeting. Call Stan Rakowski for information and reservations. 269 375-3669

PRESIDENT'S MESSAGE

SEPTEMBER 2009

Remember: With the September 15 meeting we will now officially be back at our winter meeting home, at the Milwood United Methodist Church.

1. There will be another "Super Board Meeting on Tuesday September 15th at 5 PM at the Milwood United Methodist Church (our regular meeting place). This will be a close-out (hopefully) of the 2009 Red Barns Show, a START of the 2010 Winter Swap Meet, a finalization of the 2010 Winter Banquet (January 23, 2010), start of the Christmas Party arrangements and a review of the fall tours that are scheduled.

2. Thanks again to all the team leaders at the Red Barns Show. There were a few minor issues, but remember, we handled over 3,000 people in less than 6 hours. I only had to handle one dispute and it ended up costing us only \$5.00. Are we a great club or what?

3. We will be celebrating our 50th year in business in 2012. Please put on your thinking caps as to what we should be doing to celebrate this special event. There will be a committee appointed this fall to put this together. If you are interested in serving, let me know via email or by phone.

4. I cannot thank enough, the people who have volunteered to be on committees and do the work necessary to make this club a viable entity. Thanks again to all.

KRUSE AUCTION'S FINANCIAL WOES CONTINUE TO HAUNT COLLECTORS

by Robert Farago (www.thetruthaboutcars.com) September 7, 2009

Following on from Honda's loss of Facebook over the Crosstour—or loss of Crosstour over the Facebook—here's another story where the web pulls the rug from under auto industry types seeking to hide the truth. We've been saying it forever (in Internet terms): the collector car market has collapsed. Well, duh. But the mainstream media and specialist press has both been happy to perpetuate the myth perpetuated by the auction houses that their business has been defying gravity. See? Cars are selling for phenomenal prices! Meanwhile, **Hagerty's CARS THAT MATTER** (must do, given the shift lock situation) is telling readers to pay attention to the men behind the curtain.

To wit: in an email to subs, the price guide outs an ailing auction house: "The half-empty parking lots of Kruse Auction Park hint at the real story: According to the *Fort Wayne Journal Gazette*, Kruse faces legal actions in excess of \$16 million. It seems that the various companies that make up the Kruse empire have had some trouble paying their bills, including the mortgage on the auction facility, American Express charges, and other loans. Perhaps more disconcerting to car collectors is that Kruse's many creditors reportedly include over 60 sellers who have yet to be paid for vehicles that were auctioned." It gets worse.

In his defense, company patriarch Dean Kruse told the *Fort Wayne News-Sentinel* that he is owed some \$6.5 million from previous auctions and just needs to generate some revenue this weekend to keep the wolves at bay. Indeed, the Labor Day weekend proceeds are subject to court garnishment in order to pay the mortgage lender. Clearly, Kruse needs a great sale, however unlikely that may be. As of Saturday morning, the Kruse Web site lists 1,749 vehicles in its online catalog, far shy of a typically inflated claim of "5,000 cars." Firsthand observations confirm a sparse staging area, and few truly marquee automobiles. To make money as an auctioneer you don't necessarily need particularly high quality cars, but in that case, you do need numbers. This year, Kruse seems to have neither.

Again, it's a good time to buy, a lousy time to sell. How hard is that to understand? Of course, it's not all truth and reconciliation on the web. *Edmunds*,

post-Monterey: "Numbers are down, but things could have been much worse had the economy not recently made a push upward." Or the auction houses hadn't managed the quality of the lots to keep the pig smothered in lipstick. Just sayin'. As is our wont.

SOME STILL AWAIT PAYMENT FROM KRUSE

People from across the country are complaining that they have not been paid for cars sold at various Kruse International auctions. Some who finally received checks said those checks bounced.'

'Meanwhile, Arizona media are reporting on cases such as that of Kevin Pierce, whose 1968 Road Runner sold for \$17,500 in February in Tucson. After contacting attorneys general and a member of congress and threatening to sue, Pierce was paid in June - but the check was backdated to March 26 and was for \$500 less than he was owed.'

'Kruse said many of the collector car dealerships that buy cars at his auction are slow in paying for their purchases. But "We are getting caught up", he said. Adding that he anticipates everyone waiting will be paid immediately after Kruse's Labor Day weekend auction in Aurburn, Ind.'

'Also still waiting is Mike Moga, a long-time Tuscon car collector who invited Kruse to town. Moga said he was embarrassed when several friends who sold cars at the event, including his own nephew "got stiffed". Moga said he was so upset that he went to the Kruse auction in late March at Las Vegas to ask Dean Kruse why people were still waiting to be paid. "He barely gave me the time of day," Moga said, "I left in disgust."

'Madoff'anyone?

ULTIMATELY, WILL WE ALL PAY?

No doubt, everyone has looked upon the Kruse miseries of late as very unfortunate, indeed, for not only is this another unwelcome reminder of just where we all stand in the economic doldrums as we near the end of the first decade of the twentieth century, but it's also a big blow to the reputation of one of the "biggies" in the establishment of concrete values for classic vehicles. Many of the old car price guides and appraisers have based preliminary value estimates on recent auction prices. It may take a long time before auctions can be re-established as a viable guide to old car value.

SOME AUTOMOTIVE HUMOR

At a recent computer expo (COMDEX), Bill Gates compared the computer industry with the auto industry and stated, "If GM had kept up with technology like the computer industry has, we would all be driving \$25.00 cars that got 1,000 miles to the gallon".

In response, General Motors issued a press release stating: If GM had developed technology like Microsoft, we would all be driving cars with the following characteristics:

1. For no reason whatsoever, your car would crash twice a day. For some reason you would simply accept this.
2. Every time they repainted the lines in the road, you would have to buy a new car.
3. Occasionally your car would die on the freeway for no reason. You would have to pull over to the side of the road, close all of the windows, shut off the car, restart it, and reopen the windows before you could continue.
4. Occasionally, executing a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.
5. Apple would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive - but would run on only five percent of the roads.
6. The gauges would be replaced by a single "This Car Has Performed An Illegal Operation" warning light.
7. The airbag system would ask "Are you sure?" before deploying.
8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.
9. Every time a new car was introduced car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.
10. You'd have to press the "Start" button to turn the engine off.
11. New seats would require everyone to have the same butt size.
12. We'd all have to switch to Microsoft Gas.
13. The U.S. government would get subsidies from an automaker - a first.
14. You would be constantly pressured to upgrade your car.
15. You could have only one person in the car at a time, unless you bought Car 95 or CarNT - but then you would have to buy more seats.
16. People would get excited about the new features of Microsoft cars, forgetting that the same features had been available from other carmakers for years.

AUTOMOTIVE ACRONYMS

AMC

All Makes Combined
A Major Cost
A Mutated Car
Another Major Catastrophe

BUICK

Butt Ugly Import Car Killer
Butt Ugly Indestructable Compact Killer
Butt Ugly In Central Kentucky
Built Under the Inspection of a Crazy Korean
Bought Understanding It Can't Kickbutt

CHEVROLET

Can Hear Every Valve Rap On Long Extended Trips
Can Hear Every Valve Rattle Over Loud Engine Tapping
Crappy Hot-Running Engines, Very Rusted Out, Lose Every Time
Cheap, Hardly Efficient, Virtually Runs On Luck Every Time
Constantly Having Every Vehicle Recalled Over Lousy Engineering Techniques

CHEVY

Charged HEaVilY
Cheapest Heap Ever Visioned Yet
Cruddy Hick Engine Very Yucky
Crap Heap Enormously Vulnerable Yearly

DODGE

Drips Oil, Drops Grease, Everywhere
Dem Old Dudes Go Everywhere
Dangerous On Days Gears Engage
Death Overcomes Driver's Generous Ego
Dead On Delivery, Guarantee Expired
Department Of Defense's Grossest Error
Don't Over Drive Gutless Engine

FORD

Flip over read directions
Fix Or Repair Daily
Found On Rockville Dump
Fails On Rainy Days
First On Recall Day
First On Road to Dump
First On Rust and Deterioration
Found On Road Dead

For all your KAARC apparel, the place to call is Cadwell Apparel in Galesburg, Michigan. The number is (269) 665-7707 and their address is 144 W Michigan Ave, Galesburg, MI 49053

RED BARN RETROSPECTIVE

The photo below was taken at the Red Barns Spectacular in 1983 by Gary Willoughby, and was one of several submitted to Old Cars Weekly accompanying an article on the show.

The article and photos appeared on the front page of Old Cars Weekly in late August of that year and served to spread the word about Red Barns to a wider audience. Norm Knight trailered the Gilmore Museum's Duesenberg to Kalamazoo and the Elkhart/South Bend area to appear on public affairs TV programs publicizing the relatively new Red Barns show.



SELL AND SWAP

For Sale: 1964 Pontiac LeMans convertible, project car, partially disassembled. Could make a GTO? Has 1973 400 inch engine, California car with black plates. Missing grille, gas door, original wheels. \$2,800.00. Dale Wells, 269 375-4844

For Sale: 2003 Buick LeSabre, 89,000 miles, Good, clean car. Runs, looks good. 269 567-4166

For Sale: 1957 Chevy and Corvette parts. 269 344-2624. Jack M.

Wanted: 15" Chrysler wheels, GM Turbo 350 2-3,000 RPM stall speed converter. Info and parts for Hilborn fuel injection for small block Chevy. Ben 269 567-9336

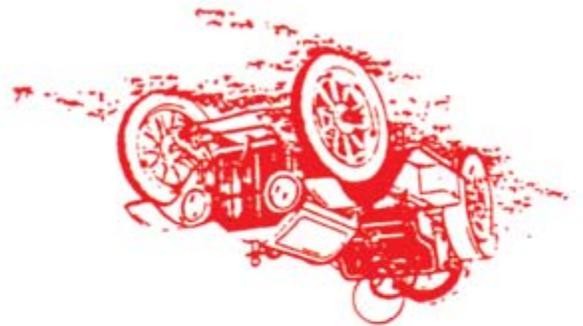
For Sale: 1931 Chevy "Coach" Vintage Race Car. 250 cubic inch Chevy six power, consistent winner, extensive (and expensive!) cylinder head work. Will deliver to Michigan complete for \$6,500. Call Bill McLaughlin 269 621-4426 for information.

For Sale 1968 Plymouth Barracuda, 318 V8, automatic. Jim Shillito 269 323-3407



Rear view of Toni McLellan's newly acquired 1964 Dodge Dart GT Convertible.

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