

KALAMAZOO ANTIQUE



Arc and Spark



1903 Kalamazoo
by Michigan Buggy
Logo Designed by Norm Knight

AUTO RESTORERS CLUB

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Red McFadden's 1936 Imperial Airflow 4 Dr. sedan

Visit us at www.kaarc.org

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THE KAARC MEETS AT 7:00 PM THE THIRD TUESDAY OF EVERY MONTH AT ZION EVANGELICAL LUTHERAN CHURCH 2122 BRONSON BLVD., KALAMAZOO, MI except for the JUNE meeting/club picnic which is held at the Gilmore Car Museum, Hickory Corners, MI.

CLUB NOTES:

ANNUAL CLUB PICNIC TO BE HELD AT THE GILMORE CAR MUSEUM ON JUNE 21.

The annual KAARC picnic and monthly meeting will take place June 21 at the Gilmore Museum. Bring a dish to pass. Starts at 5:00, meal will start at 6:00. Festivities will begin at 12:30 and the picnic will start at 1:30. Bob says, bring

BOB PACKER WILL HOST ANNUAL JULY 4TH PICNIC

Bob Packer will host his annual Independence Day Picnic on Monday, July 4th at his home at 72239 South M-40, Lawton. The festivities will begin at 12:30 and the picnic will start at 1:30. Bob says, bring a dish to pass, table service and lawn chairs. The lineup for the annual Lawton July 4th Parade begins at 4:00 p.m. and the parade will start at 5:00 p.m.

COVER PHOTO

Red McFadden scored a major cross-off on his "bucket list" when he and his wife, Marilyn, drove one of his Chrysler Airflows, this one a 1936 Imperial 4 Dr. sedan, on a cross country trip that took them to Bend, Oregon for the National Airflow Club convention and back home to South Haven. Read Red's fascinating account of this excellent vintage motoring adventure which starts on page 4

PHOTOS AND ARTICLES NEEDED FOR FUTURE ARC & SPARKS

Photos of works in progress are just as welcome as those of completed vehicles, and certainly in keeping with the "restorers" aspect of the name of our club. I'm looking forward to some exciting photo submissions and related stories.

**WESTNEDGE RIDGE & KRAMER (FEDERATED) AUTO PARTS
OFFERS A 10% DISCOUNT TO KAARC MEMBERS.**

MINUTES OF THE MAY 2016 KAARC MEETING

CALL TO ORDER: The May 2016 meeting was called to order AT 7:00 P.M. by Jim Holland. There was a moment of silence observed for well-known KAARC members Art Morgan, who passed away on May 4th and Bill McLaughlin who passed away May 7.

WELCOME GUESTS: We had a wonderful guest this month, her name was Angela VanTuyl. She is the KAARC/ KVCC scholarship recipient. She helped out at the beginning of the meeting handing out coffee pot honors. Angela even became a member of the club. Her favorite car is 1966 Chevy

SECRETARY'S REPORT: A motion was made and supported to accept the minutes of the April 2016 KAARC meeting as printed in the Arc and Spark. Motion carried.

TREASURERS REPORT: Gary Hawkins presented his report on the club treasury. A motion was made and supported to approve the report as presented. Motion carried.

PAST ACTIVITIES

Mendon Dust Off: several members went to the show even though the weather was bad.

Dr Lapenna's Garage Gathering: All had a wonderful time at the Garage. Club members were graciously welcomed.

Will Pugsley's Garage Hop: WOW. What a great venue. Members were very impressed at the quality and quantity of Will's collections.

Steve Inman went to Mesick, MI to the Blessing of the Jeeps.

Go Go Auto Parts in Galesburg has a car show Tuesday evenings. Great turn out.

Chris Welborn went to the Coldwater show. He said it was a great turn out.

Will Pugsley went to Auburn Show. Not the best show over the years, but he had a good time.

OLD BUSINESS

Rosters are near. Is your info correctly up to date? Next Roster print will include the bylaws

NEW BUSINESS

Red Barn Show – Meeting Thursday June 19th at TGIFriday/s on West Main at 131. Cars built in

1966 will be featured. Items to be covered include:

Under 3 Months to the Show

Flyers – We will print more

Vendors already signing up

Volunteers – Judges - Chairpersons

Winter Swap Meet: Thank you Stan is handling 2017. Everything is on track for 2017.

Color Tour – Jeremy Page Wood.

Over Nighter – Ken Maxam

Winter Banquet – Need a Chairperson for this event. Step up to the plate and volunteer.

KAARC Arch \$2,300. John Lacko did an awesome presentation on the new arch for the car club events. John talked to the club about it, the arch was approved.

GCM 50th present – White tires for one car. It was discussed, the club will vote at the JUNE meeting.

UPCOMING EVENT

John Mclellan has done a great job of listing car shows and swap meets

May Don Gilmore Classic – May 21st – Looking for all Pre War Vehicles – KAARC

June Club Picnic - June 21st 5:00 Open - Dine @ 6:00 @ the GCM

July 4TH PICNIC at Bob Packer's home south of Lawton

August 6 - 36th Annual Red Barn Spectacular at Gilmore Car Museum

September Color Tour - Jeremy Page-Wood

Over nighter – Ken Maxam

- Speaker series GCM
- A&S Stories – Show Reviews
- Archives to WMU

Meeting adjourned at 8:10 p.m.

RED'S AND MARILYN'S EXCELLENT ADVENTURE

By Red McFadden

This is my story of a trip that would take six and a half days one way, cover 2,200 miles over some of the country's most beautiful and unforgiving landscape and be accomplished in a 1936 vintage Chrysler Imperial Airflow 4 dr. sedan.

Having a vintage car collection, I had often admired other car collectors who took time off and, with their collectible car, set forth on a challenging trip. I especially admire their spunk in having the courage to plan a long trip, driving a vehicle from a bygone era, a vehicle 80 years old, without air conditioning and the multiple safety and comfort amenities found in our cars today.

Just over two years ago, on eBay, I saw an ad for a rare 1936 Chrysler Imperial 4-door sedan being sold by an owner in Arizona. It was advertised as having run the Great American Race. The combination of wanting to experience cross-country travel in a vintage car, and me being the owner of four other Airflow automobiles, the tug to buy that historic Airflow was strong. The National Airflow Club of America was holding its next annual meet in Bend, Oregon. I could not resist the urge to purchase that Arizona Airflow, put it in good working order, and with wife Marilyn, head west on a "Great American Race" of our own. This Airflow had been in two different museums for just over 20 years. This is a great story, and it deserves to be told.

I purchased the Arizona Chrysler Imperial Airflow and had it shipped to South Haven. With a great deal of help from good friend and fellow vintage car enthusiast, Tom Ruesink, of South Haven, it took six months to get the Airflow in good running order for the long journey. Tom, it should be mentioned, is the Chief Judge for the popular Lake Bluff Concours d'Elegance held in St. Joseph, Michigan each year in August. He is also a noted car collector and restorer in his own right.

The "elephant in the room" in my story was the weather. The week I picked for this adventure in the Airflow turned out to be one of those periods in the summer when daily temperatures soared into the 80's and 90's. This would prove to be one of my biggest headaches in reaching our destination of Bend, Oregon. Today in our new cars with fuel injection under the hood, we don't have to worry about things like vapor lock or having ethanol in the fuel tank. Other members of the National Airflow Club were in route to Bend, Oregon at the same time as we were, and all are good friends. With the miracle of the Internet and cell phones, we stayed in touch each day and shared information.

Being able to stay in constant contact, via emails, allowed all the Airflow owners to communicate throughout the trip as we converged on Bend. Several experienced pretty much the same problems caused by the extreme heat. We were able to recommend remedies to overcome vapor lock and other issues at our Tech meetings.

One of the most significant "cures" for the problem, a major solution for sure, was to put a heat shield between the carburetor and exhaust manifold. Another was using our I-phones to scan the Pure Gas web site to find stations selling non-ethanol enhanced gasoline. I believe running "pure" gasoline, without corn, improved the overheating issues by 60%.

In addition to allowing all the Airflow owners the luxury of staying in touch and sharing suggestions for keeping these vintage machines running smoothly on those scorching hot days, the Internet also allowed those with a sense of humor to have some fun. Airflow Club member, John Wagner, became the group's de facto "travel agent." His handle is John@Travel Advise Central:Safe Flowing. Advice he did give. He warned us of such things as old wagons and furniture left behind by settlers traveling the Oregon Trail. He also urged his Airflow friends to be aware of rattlesnakes, "white-headed" woodpeckers, pygmy rabbits and even lava fields from volcanoes.

Perhaps Mr. Wagner's unsurpassed advice was for drivers passing through Brigham, Utah. He thought maybe the solid rocket fuel that the Thiokol Corp. manufactured there might help make their Airflows into rocket ships and hasten their arrival in Bend, Oregon. John wasn't the only traveler to give advice to us. Benton Harbor, Michigan resident and good friend Doug Conran recommended that I carry a roll of masking tape on the trip. It would come in handy to cover the areas on the trunk and glass edges, preventing leaks in the event of rain.

We drove through all kinds of weather, snow flurries in the higher elevations, thunderstorms climbing the mountains, and then the 95 degree heat in the high deserts of Idaho and Oregon. We arrived in Bend, Oregon a few days early to rest and go over the running of the the car with fellow Airflow members, Dr. Jon Clulow from Baltimore, Maryland, who drove the same model Airflow as mine, and the club's most helpful mechanic year round, John Spinks, from Australia (he flew to Bend).

We had a fun week at the National Meet and met some new Airflow members from California. We took our cars on a caravan trip and climbed a few mountains for some breathtaking views. We had our annual banquet on Saturday evening and Sunday morning we packed up to start the long journey back to South Haven. The trip home also had beautiful scenery. Our Airflow ran great and Marilyn and I were able to reflect about the ever changing scenery and how beautiful God made our country. This is one item I was able to check off on my bucket list, and having thoroughly enjoyed the trip, I'd like to recommend to other Airflow owners just how much fun this was. Tune up your car and Do Your Bucket List. Drive your car to the joint National Airflow and National DeSoto meet to be held in Timonium, Maryland July 5-10, 2016. In August, drive your car to St. Joseph, Michigan and enter the annual Southwestern Michigan Concours d'Elegance. Ask for Doug Conran or Red McFadden.

ETHANOL - A DRIVING FORCE

An Essay by David Lyon

The photograph of the filling station selling “Corn Gas” which appeared on the cover of the April issue of the “Arc & Spark” was taken on April 11, 1933 somewhere in Nebraska. It is from the photographic archives of the Nebraska State Historical Society in Lincoln. “Corn Gas” was processed at the time in an effort to generate income for Nebraska corn farmers during the throws of the Great Depression.

The "Corn Gas" image testifies to the fact that ethanol gasoline is not a recent invention, for it is almost as old as gasoline itself. For example, Henry Ford designed the Quadricycle in 1896 to run on ethanol or an ethanol blend of gasoline and did so again in 1908 with the introduction of the Model T Ford. Subsequently Standard Oil Company experimented with ethanol in gasoline during the 1920s in an effort to increase the octane rating and control pre-ignition and engine knock. With the onset of World War II, the U. S. Army built an ethanol plant in Nebraska in an effort to reduce America’s reliance on foreign oil. No ethanol blends were sold to the general public from the 1940s until the mid 1970s.

Oil was first discovered in this country near Titusville, Pennsylvania in 1859, and companies used it to make lubricating oils and kerosene through a conventional distilling process. Initially, the gasoline obtained from the same process was considered a worthless by-product. It was tried unsuccessfully in lanterns and stoves. When American automobile manufacturing began in 1896, a new market for this combustible “waste product” was born.

Gasoline came of age in 1913 when two chemists developed a distilling process using heat and pressure to extract more gasoline from a single barrel of oil. We know the process now as “cracking.” Coincidentally, America’s first gasoline station was opened in Pittsburgh that year, and a flurry of service stations followed. In the 1920s, Charles Kettering discovered that the addition of tetraethyl lead to the gasoline allowed it to burn more smoothly, preventing the annoying pre-ignition and engine knocking that was prevalent at the time. Tragically, many scientists and laboratory workers died from lead poisoning during this development process. Interestingly, lead free gasoline, or white gas, continued to be sold by service stations for automotive use into the 1960s.

Given the overwhelming evidence of lead as a health hazard, it was finally withdrawn gradually from gasoline beginning in 1975. Statistics describe a concurrent decrease in lead related medical problems after its removal, particularly among children. While the reduction in the use of lead based paint occurred concurrently, the sudden fall in lead related medical problems points to the deletion of lead from gasoline as the root of the improvement. Lead based paint lingered for years and continues to exist in many older urban homes to this day. In general, and certainly there are exceptions, unleaded gasoline does not affect collector cars built before 1931 with gravity feed gas supplies and metal tubing or after 1975 for cars designed for its use.

During the 1970s, two environmental problems were identified with the use of carbon based fuel. First was the growing concentration in urban areas of carbon monoxide gases in the atmosphere, and second the eventual and irreversible decrease in oil reserves. The solution to these two problems was threefold. First, exhaust gases were cleansed by removing lead from the fuel and installing a catalytic converter on the automobile’s exhaust system. Second, the consumption of gasoline was reduced by increasing the Corporate Average Fuel Economy, or CAFÉ standard. Third, alternatives to gasoline fuels, including electric power, propane fuel, hybrid engines and gasoline with an ethanol percentage were introduced.

Many groups have argued against the CAFÉ standard. Bob Lutz at General Motors complained that “the CAFÉ is like trying to fight obesity by requiring tailors to make only small clothes.” However, the passenger

(continued on next page)

car CAFÉ was at 18 mpg in 1978 and rose to 30.2 mpg in 2011. The light duty truck CAFÉ was at 17.5 mpg in 1982 and rose to 24.1 mpg in 2011. The CAFÉ will exceed 60 mpg in 2025 for cars with a 41 sq. ft foot print, e.g. the 2500 lbs subcompact Honda Fit. Regardless of the comparison between any two selected vehicles, the increase in the CAFÉ standard translates into a reduction in gasoline consumption.

In the same manner, many automotive enthusiasts argue against the introduction of Ethanol into gasoline. Statistically, it saves 10% or more (depending on the blend) of the petroleum-based product, and decreases the release of carbon into the atmosphere.

Some driving enthusiasts, particularly owners of the Lancer Evolution, claim that E-85 (85% ethanol) has a 105+ octane rating and by its use they have gained substantial increases in performance.

The present article does not argue that all ethanol gasolines are superior, but only that some speed enthusiasts are using the fuel to considerable advantage while others complain of its detriment. In addition, the use of E-85 potentially makes light duty trucks feasible within an environment that limits vehicle size and weight in order to conserve petroleum based fuel consumption.

Finally, continued conservation of gasoline potentially means smaller, lighter vehicles which in turn, some warn, provides less protection to the occupants than is provided by larger cars. Since these accidents are mostly the result of human error, computer controlled automobiles are regarded as the next step in design. Computer controlled cars burning some mixture of gasoline and ethanol, or using some other alternative to gasoline, will decrease the consumption of carbon based fuels, decrease the atmospheric damage caused by those fuels and decrease the number of automobile collisions and the incidence of death. That is the current goal, but it does not come without some cost. Fuel efficiency with 10% ethanol is reduced about 5% compared to 87 octane gasoline. That decreased efficiency translates to a 5% increase in the cost of automobile travel. Calculating the cost benefit analysis is difficult when trying to reach the two goals of reducing carbon monoxide gases in the atmosphere, and the conservation of petroleum based fuels.

Another aspect of the equation is the reduction of gas consumption using lighter machinery and yet protecting the vehicle's occupants from injury by collision. Volvo has promised to offer an automobile in 2020 that guarantees zero risk of death or injury from traffic accidents. Essentially, that guarantee promises no accidents, a goal that can be achieved only through a computer based guidance system which completely replaces the human driver. Ford and Google also are co-ordinating the manufacture of a self-controlled automobile with an estimated introduction date of 2022.

In addition to the debate over ethanol, the important issue for the vintage car enthusiast is that the onset of computer controlled driving will place some restrictions on vintage touring as we now know it. While the exact nature of such an impact can only be estimated, "Time" magazine predicted that access to certain highways could be limited, driver license availability could be curtailed and insurance rates for cars with a steering device could be exorbitant. Note that the manufacturer is responsible for an accident involving a computer controlled car, while the driver is the responsible party for an accident involving a car with a steering device. The future, with an estimated onset between the year 2033 to 2050, does not bode well for the hobby, unless accommodations for antique motoring can be enacted.

William K. Vanderbilt II built the Long Island Motor Parkway in 1907. The limited access divided highway had banked turns and was made of reinforced concrete. The pavement was free of dirt, stones and horse manure and a portion of it was incorporated into the 1908 Vanderbilt Cup races. Perhaps such driving parks, free of computer guided vehicles, will return in the future for those who wish to get behind the wheel of a vintage automobile.

NOTES FROM THE PRESIDENT

Club Picnic 6/21/16;

It's Summer, come Celebrate the annual KAARC Picnic!

Bring your car - Park near the diner! And bring a dish to pass! Held indoorS at the Gilmore Car Museum. The main building will be open until 8:00. KAARC is providing the Plates, Utensils, Drink, Hamburgs, Brats and Dogs

5 PM doors open

6 PM food is served by the Board Members

7 PM Short meeting

RED BARNS SPECTACULAR Planning meeting,
6/23/16 6:00 PM at TIG Fridays on West Main
All are welcome and encouraged to attend

We need all Club Members to volunteer. Please contact and schedule with Larry and Karen Tutt Email; tuttman@sbcglobal.net Phone 269-720-5406

We need Door Prize donations and Sponsors - Club members please help with this.

New members - don't be shy - We need you - This is a great way get involved. Thurs and Friday setup - Saturday through out the day.

Have you gotten your Red Tee Shirt? Get your order into Kalli Iman email; kalli@inmanave.com Phone 269-629-5383

Day of the show - All Volunteers (Even last minute) You are required to show up at the Main Tent to sign in.

Thanks everyone for passing out flyers. We have had a great response for flyers this year. We have printed 8,000 Help get the word out! We will print more.

Please let everyone know that they can go to www.kaarc.org to print out their own copy.

We are celebrating cars of 1966 in honor of 50 years of the Gilmore Car Museum. These cars will be parked West of the gas station.

We are moving the parking location of the "KAARC cars". We will be along the "show car" parade entrance this year. This will allow the Drivers Choice cars to park a little closer. The word is getting out. There are a lot of people excited about the 2016 RBS!!!

As Always - Please contact me at 269-377-7756 or jholland@alta-tech.com

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SELL AND SWAP

For Sale: 1952 Mercury Monterey 2Dr.HT, 350 Chevy/350 Turbo-Hydrumatic, modern A/C, excellent condition. Call Bob Williams, 269 383-7868

For Sale: 1962 Ford Galazie, complete exhaust system for 292V8. Richard Craven 375-3983

For Sale: 1962 Ford Falcon Ranchero parts, grille, doors and more. Steve Turner 269 965-4247

For Sale: 1929-30 Chevy script headlight lenses (2). Asking \$40. Bill Binning, 269 501-1895

For Sale: Auction in Battle Creek,
1967 Chevy truck
1974 Land Rover
1969 GTO Judge
1970 Cadillac
1968 Corvette
1969 Rover 4 Dr.
T.W. Lane 269 344-5555

For Sale: 1985 Mustang Convertible, new top, tires, rebuilt interior, AOD, onverted to '93 GT drivetrain, new everything! \$4,200.00. Gary Willoughby 269 323-9532



Bill McLaughlin 1928 - 2016

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