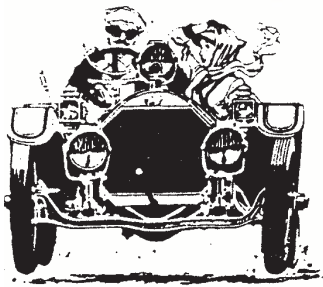


KALAMAZOO ANTIQUE



Arc and Spark



1903 Kalamazoo
by Michigan Buggy
Logo Designed by Norm Knight

AUTO RESTORERS CLUB

VOLUME LIII; NUMBER 3

MARCH 19, 2019



DOUG AND JOAN MCFARLEN'S 1940 CHEVY

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.

PRESIDENT'S MESSAGE

Dear Members: At this March meeting I will be starting my 3rd term as president of the KAARC. It has been eight years; with the addition of over 70 new members who for the most part I do not know very well (My Bad), since I was not heavily involved in club activities. I preferred to hang out up north or working with the students at The Gilmore Garage Works. .

We are faced with some challenges at this moment in KAARC history. The biggest, being a replacement for the "Arc & Spark" editor. For over 20 years John McLellan has been editor and or secretary for the club. He wants to do other fun stuff and travel all over working on his "Bucket List": not having to worry and work on the newsletter. Thanks John & Toni McLellan for the memories, and your service to the club.

We are working on finding a replacement, let me know if you can step up and what you may need to get the job done, software etc. Thanks for your support. Doug McFarlen Member #103

MARCH WINDS TOUR - MARCH 30, 2019

The bus will be loading at 6:45 AM and leaving at 7:00 AM from the target parking lot near the intersection of West Main and US 131. Please do not park in the Dunham's parking lot, as they will ask you to move. Eat a hearty breakfast at home as we will not be stopping for breakfast. Lunch will be at around 12:30 PM.

FIRST STOP: Motor City Solutions, Taylor, MI There is no admission charge.

SECOND STOP: Ford's Garage, Dearborn, MI. The club will cover the cost of your buffet lunch. Please let us know if you have any food allergies. Beer, wine and mixed drinks are available at member's expense.

THIRD STOP: MiKe Berardi's Mustang Corral, Taylor, MI. There is no admission charge.

The cost is \$20 per person for members, \$30 per person for non-members. If you are interested, please sign up at our meetings or contact Fred Bierlein at 269 806, 1430, bierleins@sbcglobal.net or Don Gladstone at 269 352-2072 jadekazoo@aol.com. Mail checks made out to KAARC to Fred Bierlein, 5189 Fountain Square Drive, Kalamazoo, MI 49009.

FEBRUARY 2019 KAARC MEETING

The meeting was called to order by President Bill Binning at 7:04 pm. No tickets were needed and so the next order of business was the introduction of guests.

GUEST James Elmer a student from KVCC introduced himself, shared that he was a recipient of one of the KAARC scholarships and talked about the auto program. It was stated that we needed to get the names and contact info on all such newbie's so as to get them on the Arc & Spark mailing list.

MOMENT OF SILENCE The next item was a moment of silence in honor of member Virginia Houseman.

MINUTES-JANUARY 2019 membership meeting were approved as written in the Arc & Spark.

TREASURER'S REPORT included expenses related to the Winter Swap Meet, Winter Banquet and misc. Deposits included Winter Swap Meet vendor and attendees receipts. In summary a healthy balance remained. Specifically related to the swap meet attendance was down from 2018 as was income. The report was approved as presented.

OLD BUSINESS: The Detroit Auto Show bus tour went off as planned. A good time was had by all.

Jim Holland gave a report on the Red Barns Spectacular, stating that the next planning meeting would be held 2-20-19 at 6 pm at the Club Car Grill. The show will feature Trans Am autos in honor of their 50th anniversary. A Burt Reynolds/Sally Fields look alike contest will be one event. Jim suggested the club invite past attendees and he has a collection of 4000-5000 cards identifying them by address etc. He asked for help in getting them contacted and entered into a database. Scott Wolf talked about the club putting together an advertising/marketing team to promote both club big events. It was also suggested to contact/invite car clubs to attend Red Barns.

A round of applause was given to Scott and Stan for pulling off yet another great Winter Swap Meet. The Tutts reported 10 new club members signed up at the Swap Meet.

NEW BUSINESS: Marianne Hixson wrote to thank the club for the Gilmore brick in honor of her husband Don. Bill Binning shared that there were some ongoing issues with the Gilmore bricks though some issues had been fixed.

The next bus tour on 3-2-19 to Autorama still has vacancies. The bus leaves from South Westnedge Meijers at 7 am.

The March Winds bus tour on 3-30-19 still has some vacancies. It will depart from W. Main Target parking lot at 7 am

The Garage Hop is set for 4-27-19 and now has 2 stops, Scott Wolf's and Al Rohrstaff's. The club will gather at the Club Car Grill at 10:30 departing at noon. There will be no Dr. LaPenna's event this year to attend

The issue of giving cloisonne badges to those hosting club events was discussed and the idea of giving club plaques instead was suggested.

The big issue this evening was the need for the editor of the Arc & Spark as John McLellan is stepping down after a long tenure. Current software is an option as is subtracting the job out. The current printer of the newsletter is willing to do the layout for a cost. Doug McFarlan said that he is researching all options for the newsletter.

A long round of applause was given to John McLellan for his years of dedicated editing.

Back to the swap meet Scott Wolf said the option of collecting fees inside was being explored as was having other doors monitored. Wristbands for vendors and hand stamps for attendees are also under consideration.

Upcoming events: The idea of a car show at a Kalamazoo Growlers game was discussed. The possible date for this event is 7-27-19 and the fee of \$9/vehicle suggested. There will be a roped off area for show cars and the game will begin at 7:05 pm.

SELL & SWAP: See Jim Holland for Franklin parts. See listing for cars from T.W. Lane. T.W. also shared that there will be a Vets flight in March and April.

Finally it was floated of holding summer car club meeting at the Gilmore Museum on Wednesday cruise-in.

The meeting was adjourned at 8:17 pm.

THE STEAMSHIP CRESCENT CITY

By Bill Saunders

(This is a follow-up to our cover a few months back showing a photo of new Chryslers covered in ice as they journeyed across the Great Lakes aboard steamships. Bill Saunders uncle was the captain of one of these ships.)

This thumbnail history of the Crescent City was taken from an assortment of documents, newspaper clippings and various publications. Unfortunately, missing are stories as told by my grandfather, Capt. H.B. McCool. Time has obliterated dates, names and places. Such is the story he once told me about being caught up in a “blow” on Lake Erie. As was common practice in the early years of this century, the Crescent City had a barge consort in tow. Although advised by the owners not to take the barge “alongside”, Capt. McCool made the decision to do so rather than risk losing the barge whose tow line was in imminent danger of parting. Side by side steamer and barge struggled to port, constantly banging together as they twisted, rose and fell among the churning seas. Finally, the port of destination was reached (Buffalo, NY?) with both vessels taking on water through sprung plates.

Apparently, only one vessel could be unloaded at a time, either because of limitations of the terminal or the presence of other ships already discharging their cargos. Whatever the reason, the Crescent City “dropped the hook” in the harbor while her consort was unloaded. There was great concern aboard the Crescent City since her pumps could not quite keep up with the in-flow of water. While not necessarily in imminent danger of sinking, as laymen may define it, draft was perceptively increasing every hour, bringing the Crescent City’s bottom to within inches of the harbor bottom. Of course, should the two meet, the prospect of all mobility, particularly to the unloading terminal, would be lost. However, it seems as though the Crescent City was eventually accommodated, just in the nick of time, and her cargo of wet, swelling grain was unloaded.

Just the fact that no one is left to tell us the details and aftermath of this store made it appropriate to relate what is known here. Certainly, we do not know the extent of hull damage, or the hame of the barge. Did the Coast Guard convene and make a decision that saved the barge from being lost? While these answers have faded from view, what remains of the story, as I remember hearing it from Capt. McCool, has been recorded here lest it be lost in time forever.

MEMORIES

The Crescent City has a special place in my heart. When I was a boy, she took me from Detroit to Milwaukee. It was around 1937. The cargo was a load of brand new Dodges or Chryslers destined for Wisconsin dealers. What a thrill to ride up a ramp in one of those new cars! On to one of the two elevators located mid-deck and then down to one of the lower decks to be parked in a neat row. The sounds of steam winches clattering, tires screeching can still be revived in my mind.

Finally, it is time to leave. The lighted skyline of Detroit sparkles through the pilot house windows and slowly fades as we head into Lake St. Clair. The following day, in Lake Huron, a small lad is placed upon a box in front of the wheel and taught to hold the compass needle steady. Then, he visits to the engine room, staring for hours, mesmerized by the silent throws of that huge crankshaft swinging connecting rods up and down while slide valve rods crisscrossed off their spinning eccentrics. Absolutely awesome, yet poetic in motion. The smell of oil and steam, the sound of coal-passers’ shovels on the steel and banging of fire box doors. Step outside and catch an occasional whiff of coal smoke. Someone makes you a crude wood boat to drag astern at the end of a long string. Fascinating new experiences touching all the senses. The boy would never forget.

As we reach our destination, the Crescent City moves up the Milwaukee River ever so slowly, Grandpa moves through the pilot house, back and forth, from one wing bridge to the other, calling out orders amid the constant ring of the Chadburn. The dock appears, lines are secured and the shiny new autos are unloaded. Then, the return trip to Detroit begins as we retrace our route.

In the dining room, the food would put the most exclusive restaurant to shame. Oh, that home made bread! I have never tasted anything like it since. The cook certainly succeeded in distracting the diners from their less than opulent surroundings. The chains passing from the steering engine to the rudder quadrant moved gently back and forth overhead. In the years to come, i would take advantage of every opportunity to dine aboard the Crescent City when she docked at Detroit.

Oh yes, there are other memories that involve the Crescent City. There’s the trip I made to Buffalo, NY with Grandma, during the war, to visit Grandpa. That

one paid off in a ride in a genuine Hewlett Unloader!

Finally, there are the walks down to the river from our home in Marine City to talk to Grandpa as he passed up or down the St. Clair river. I was always a little disappointed though, that Grandpa was more conscientious than Uncle Herb (Fairfield). Uncle Herb was Master of the James Laughlin. When light, he could be expected to come very close to shore. In fact, I once threw an apple on his deck from shore. Occasionally, I made up for Grandpa's discretion by chatting with him if I happened to be out in a boat when he passed. Always, as the Crescent City faded, there came the salute from her whistle. I can still hear the echo of that salute all these years later.

Perhaps all that remains of the Crescent City is in my possession. Binoculars, parallels and barometer from her pilot house are proudly displayed in my home. Not necessarily a living room decorator item, is the Crescent City's search light which Captain McCool traditionally brought home with him for safe keeping during lay-ups. These are tangible, visible reminders of a once proud vessel that has left an delible mark on commercial Great Lakes history.

THE LEGACY

Our country is but 240 years old. It took about 125 years for sail to lose its commercial value in favor of steam power. In the hundred years that followed, coal fired, reciprocating steam power finally bowed to oil fired steam turbines and diesel power. From the 200 foot giants of sail to the 600 foot steamers

of the 1950's, all are now obsolete. Ships whose lengths surpass two ships of the size of the Crescent City, end to end, rule domestic commerce on our Great Lakes. Capable of carrying the bulk cargo of more than a score of ships like the Crescent City, the number of ships needed to move iron ore, grain and coal has diminished in proportion. Other specialized ships used for the transporting of package freight, automobiles and people have disappeared from the scene entirely.

Change is inevitable: a continuing process. Without it, we would become a stagnant and regressive society. Isn't it a shame though, that change must also take with it the aesthetics? Gone is the gentle sheer to the deck lines. Gone are the plumb stems and graceful fantails. Gone is the smell of coal and steam. Gone is the steam whistle, replaced by the air horn. We who were fortunate enough to share steam's golden age on the Great Lakes lay claim, in some small way, to the unique status of those who preceded us in the age of sail. Our legacies are the memories.

Indeed, someday the might, square, giant boxes of today, controlled by electronics and hydraulics, will move aside for a new generation of ships. Then, who knows, the unimaginative and graceless ship designs of today with their on board computers may, in time, be romanticized by those who never knew the sounds, smells and grace of real steamships, such as the Crescent City.



"HERE WE GO!"

DOUG AND JOAN MCFARLEN'S 1940 CHEVROLET

BY DOUG MCFARLEN

THIS MONTH'S COVER CAR...

Joan and I have had this 1940 Chevrolet Master Deluxe Tudor for 47 years this coming April. It has never been restored per se, but just kept up to driver standards. We are the third owners; it was originally sold to a Mr. Brown when new. He lived just around the corner from the Olmstead exit from the Kalamazoo Co. Fair Grounds. I met his son at a Kalamazoo County Fair car show in the 1970s.

I was the club's tour director for many years. This car led the club for years on tours far and near. We always got home with four wheels turning on the ground.

During the last ten or so years, we started using it less and less. For about the last ten years, I got to the point that I was having problems with other drivers' rudeness, not like the "Old Days". Instead of "high fives" it was reduced to "high ones".

We started to use our Fiero, or Buick coupe for club tour events. When we moved to our condo in 2014 we stored the car with John McLellan. We finally retrieved it after two years. It ran, but not too well. The gas had started to remove the gas tank sealer I'd used in 1986. We stopped in Iowa at Tanks Inc. on our way to Seattle, WA., and got a new tank in August of 2015. It sat on the roof of the car for the next three years. Last summer I resolved to get it in use again, but not in the Kalamazoo area. Too many poor drivers on their phones, and very poor road manners, to say nothing of the very poor roads in this area.

Keith Maxam and Larry Sherman at Sherman's

Auto Repair (1-269-548-8701) put the new tank with an electric fuel pump in for me. I then loaded it in Brian McCool's enclosed trailer and I was off to Benzie County, on the foot of the Leelanau Peninsula. All the roads I am using on a regular basis are at 35 or 45 mph "radar enforced". There is only one traffic light in the whole county.

I have driven the Chevy a little this fall to town and back, and we are back to only "high fives". There are many collector cars in this area along with a few of our KAARC members like Larry and Kathy Picklo and Kent and Linda Van Emst. There are three to five car shows every spring and summer in the area. Hagerty's 4th of July show is only 40 minutes away, with all good back roads to get there. We will most likely be at Arcadia, Mi for the Arcadia Days Show.

We will be using our Buick Wagon for regular club outings (see A&S February 2018). It is a battle wagon compared to the single finger group's driving appliances. Now, they will never have the great treat of hearing the wonderful split dual exhaust of a inline Chevy six cylinder rapping up and down through the gears through its "Smitty's" glass pack mufflers. Their loss!

The end of the beginning!



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THE CRESCENT CITY



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