

# KALAMAZOO ANTIQUE



# Arc and Spark



1903 Kalamazoo  
by Michigan Buggy  
Designed by Norm Knight

## AUTO RESTORERS CLUB

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*Stan & Carol Bowers 1991 Buick Reatta*

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*Visit us at [www.kaarc.org](http://www.kaarc.org)*

**PRESIDENT**  
Doug McFarlen 269-345-5667  
dougmcfarlen@cs.com

**TREASURER**  
Bob Williams 269 383-7868  
bwilliams\_9@charter.net

**WINTER SWAP MEET**  
Stan Rakowski 269 375-3669  
sdrakow2@aol.com

Paul Van Stratton 269 344-5714  
buick32@aol.com

Bill Mercier 269 344-5714  
bill\_m\_49024@yahoo.com

**MEMBERSHIP REGISTRAR**  
David Long 269 649-4494  
longdavejudy@ecybermind.net



**MEMBERS OF THE BOARD**

- 2009 -  
- 2010 -

**PAST PRESIDENT**  
**STEVE TURNER**  
269 965-4247  
imakarknut@yahoo.com

Newsletter Editor: John McLellan  
jmclellan75@comcast.net

**VICE-PRESIDENT**  
Will Pugsley 269-674-8475  
cherryman@btc-bci.com

**SECRETARY**  
Cody Sarenus 269 720-8616  
firesole12@hotmail.com

**RED BARN SPECTACULAR**  
Will Pugsley 269 674-8475  
cherryman@btc-bci.com

Chris Welborn 269 323-1708  
welbornchristopher@sbcglobal.net

Ted McFarlen 269 806-4564  
regalman75@yahoo.com

**INSIGNIA & APPAREL**  
Jim Nemire 269 344-3389  
carcrazy63@charter.net

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

**CAR OF THE MONTH-Stan & Carol Bowers 1991 Buick Reatta**

The Reatta was purchased in November 1998 as a one owner car with 25,000 miles. It now has 37,000 miles and is still totally original. It's won 1st place Gold at Buick National Meets, based on 400 point judging.

The Reatta was the first Buick advertised as a two-seater since the 1940 Model 46. The hand-made luxury sport coupe was built at the Lansing, Michigan Craft Centre and sold by the Buick division from early 1988 to 1991. Like the Cadillac Allanté, it was based on a shortened version of the GM "E" platform used by the Cadillac Eldorado, Oldsmobile Toronado and the Buick Riviera, with which it shared advanced electronics and interior. While a sport compact, it had only an automatic transmission. It was also Buick's only sports car at the time.

The Reatta sported a unique body style and was crafted with attention to hand finishing uncommon for a mass-produced automobile. Initially offered for 1988 as a hardtop coupe. The Reatta used GM's ubiquitous "3800" V6 with 165-170 hp and 210-220 ft-lb of torque with the highest output in the last year of production. Independent suspension, 4 wheel disc brakes with ABS and front wheel drive were standard. Top speed was electronically limited to 125 mph. The Reatta averaged 18 mpg in the city and 27 mpg on the highway.

Every Reatta included a leather book with the owner's manual, a flashlight, tire gauge and other items. Each car included a "Craftman Log" with the signatures of the supervisors for the assembly of the car's various systems; an attempt to sell the mass-produced car as one built with individual care.

During the first two years, the Reatta, like the Riviera came standard with a touchscreen computer interface called the "Electronic Control Center" (ECC). It controlled the radio and climate control and provided diagnostic access to the various systems and sensors. It also featured a date reminder, a trip computer and a user-configurable overspeed alarm. The elaborate level of electronics put off the more traditional "mature" Buick buyers and later models had simpler push-button radio and climate controls.

The Reatta was conceived in the early to mid-1980s when Buick was marketing higher performance editions like the turbocharged Buick GNX. Midway, GM decided to refocus on a more traditional, mature image in keeping with its older buyer demographics. The resulting vehicle carried performance car styling cues but provided little actual high performance. The lack of turbocharging is often blamed on the fact that Hydra-Matic didn't have a transaxle that could withstand the extra power.

A convertible was added for 1990-91. These sold poorly and are extremely rare today. Keyless entry was added after the first year. A driver's side airbag and more conventional interior came in 1990. the drivetrain was reworked for 1991 (with the "L27" 3800 and 4T60-E replacing the "LN3" and hydraulic 4T60).

Originally planned for 20,000 units a year, sales were extremely disappointing and GM announced the end of Reatta production in early 1991. Total Reatta convertible production from 1990 - May of 1991 2,437.

## MINUTES OF THE NOVEMBER 17, 2009 MEETING

The meeting was called to order by Doug McFarlen at 7:05 pm.

### TREASURER'S REPORT

Bob Williams reported on the state of the club's treasury and outlined expenditures and income for the month.

### GUESTS IN ATTENDANCE

WMU Automotive students and professors.

### PAST ACTIVITIES -

The Fall Color Tour/Overnighter was discussed. Jeremy Page-Wood brought in pictures of cars on the tour for members to enjoy. Doug McFarlen reported on the swap meet and the drive...swap had all sorts of good old Model A and T parts. On the return trip, the club stopped to see Spike McMurty's vehicle collection of 14 cars which includes Studebakers and a Scotsman.

### COMMITTEE REPORTS

Christmas Party - The pot luck party will be at the December 15 meeting Doug called for volunteers to help with the affair which is also the December club meeting. All are welcome as asked to bring a dish to pass.

Winter Banquet - Jim Garrison: Catering will be by Desserts Unlimited and the cost is \$18.00 per person (\$36.00 per couple) and will be at Easley Banquet Hall in Plainwell. The evening starts at 5:30 pm and dinner will be served at 6:30 pm.

Winter Swap - Stan is already filling table reservations for the 2010 meet. He mentioned a survey conducted among vendors and an overwhelming majority favor the event remaining as a two day meet.

### COMMUNICATIONS

The usual newsletters, ads, etc.

**OLD BUSINESS:** Nomination of Club Officers.

Nominations were opened for the offices of the KAARC. Elections will be held at the December meeting.

**President:** Doug McFarlen

**Vice President:** Stan Rakowski

**Treasurer:** Bob Williams

**Secretary:** Cody Sarenus

**Board Members:** Chris Welborn, Bill Kube, Paul Van Stratton, Ben Barber, Will Pugsley.

**NOTE:** Membership dues will soon need renewal. Remember that dues are now \$10.00 for Life Members and \$20.00 for all other members. Checks can be sent to Dave Long or given to him at a meeting.

### NEW BUSINESS

The Support the Troops newsletter was passed around. A publication of the Blue Star Mothers of Southwestern Michigan, it was seeking donations for items to be sent to troops and their families. (The KAARC board convened after the regular meeting and decided upon a donation of \$100.00.)

T.W. Lane commented on the closing of the Youth Academy in Battle Creek due to a money shortage.

Doug informed the group that we are all cleaned out of the "rat-infested" downtown storage facility. Storage for club trailer and equipment will be in Vicksburg. Shelving will be built.

### APPLICATION FOR MEMBERSHIP

None

### QUESTIONS, TIPS, PLUGS, ETC.

Bob Williams informed those at the meeting of storage space for rent near LaRue's Restaurant in Oshtemo for \$30.00 a month. The building is owned by Bill Petraus, a club member.

### COFFEE POT HONORS:

**MR. BEN BARBER** (Deferred to January meeting due to Christmas Party)

### ADJOURNMENT

The meeting was adjourned at 8:00 pm. After the regular meeting, several students from Western Michigan University's School of Mechanical Engineering, accompanied by two professors, introduced themselves and gave a short presentation on their courses of studies at WMU and some of the extra curricular projects they are working on in their "spare" time. Among these projects are the Sunseeker solar powered race car, the Formula SAE competition, the Baja SAE project car.

All of the project vehicles at WMU are built to compete with the engineering school projects from other major universities around the world. Students design, develop and test all of the components that make up these vehicles.

After introductions and a short video presentation, the instructors and students answered questions from club members. KAARC scholarships support these programs at WMU.

## VEHICLES MADE IN MICHIGAN-----1912

Anhut	Detroit, MI
Austin Automobile Co.	Grand Rapids, MI
Blomstrom	Detroit, MI
Brush Runabout, Co.	Detroit, MI
Buick Motor Co.	Flint, MI
Cadillac Motor co.	Detroit, MI
Carhartt Automotive Corp.	Detroit, MI
Carter Car Co.	Pontiac,
MChalmers-Detroit Motor Co.	Detroit, MI
Crown-Detroit Auto Vehicle Co.	Detroit, MI
Cutting-Clarke Carter Auto Co.	Jackson, MI
Day Auto Co.	Detroit, MI
Deal Motor Co.	Jonesville, MI
Deluxe Motor Car Co.	Detroit, MI
Demot	Detroit, MI
Detroit-Dearborn Motor Co.	Detroit, MI
Detroit-Briggs-Detroit Co.	Detroit, MI
Dolson Automobile Co.	Charlotte, MI
Duryea	Saginaw, MI
EMF	Detroit, MI
Everitt	Detroit, MI
Ford Motor Co.	Detroit, MI
Fuller Buggy Co.	Jackson, MI
Gaylord Motor Co.	Gaylord, MI
Havers Motor Co.	Port Huron, MI
Hawley Auto Co.	Constantine, MI
Henry Motor Car Co.	Muskegon, MI
Herreshoff Motor Co.	Detroit, MI
Hudson Motor Co.	Detroit, MI
Hupmobile	Detroit, MI
Imperial Automobile Co.	Jackson, MI
Jackson Automobile Co.	Jackson, MI
King Motor Car	Detroit, MI
Krit Motor Co.	Detroit, MI
Lee Diamond Mfg.	Detroit, MI
Lion Motor Sales	Detroit, MI
Marvel Motor Car	Detroit, MI
Marquette Motor Car Mfg.	Kalamazoo, MI
Michigan Buggy Co.	Detroit, MI
Northern Mfg. Co	Detroit, MI
Oakland Motor Car	Pontiac, MI
Oldsmobile	Lansing, MI
Owen Motor Car	Detroit, MI
Packard	Detroit, MI
Paige-Detroit	Detroit, MI
Patterson Co.	Flint, MI
Pontiac Spring & Wagon	Pontiac, MI
Pungs-Finch Auto	Detroit, MI
R.C.H. Hupp Corp.	Detroit, MI
Regal Motors	Detroit, MI
Reo Motors	Lansing, MI
Sibley Motor Car Co.	Detroit, MI
Sampson Mfg. Co.	Detroit, MI
Warren-Detroit-Warren Motors	Detroit, MI
Whiting Wagon Works	Flint, MI

### The 2009 - 2010 Calendar

**December 15, 2009...**Christmas Party/Election of Officers.

**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

**April 25, 2010...**Annual Garage Hop

## PRESIDENT'S MESSAGE

### DECEMBER 2009

As 2009 draws to a close, our thoughts turn to holiday festivities. With that in mind, don't forget our annual Christmas Pot Luck/December KAARC Meeting on December 15 at 6:00 pm at the Milwood United Methodist Church. Please bring your spouse or significant other.

We will conduct a short business meeting during which our annual election of officers will take place. We have a great slate of candidates for all positions, and with their guidance, 2010 will be a banner year.

Before we know it, the 2010 Winter Banquet will be upon us. Reservations are being taken by Jim Garrison and Jim Sieklucki. The price is \$18.00 per person/\$36.00 per couple. The affair will be catered by Desserts Unlimited and will be held at the Easley Banquet Hall in Plainwell. For the first time in several years, there will be a cash bar. It should be a good way to beat the winter doldrums. Let's work together to get 2010 off to a rousing start.

Remember that, unlike in past years, the Winter Swap will not take place the weekend after the banquet, but is scheduled for two weeks after... February 6-7.

Ideas are still being kicked around concerning a Mid-Winter (Family) Car Rally for late February. Hopefully, details will start to come together after the holidays. Preliminary plans call for a rally through an interesting route and a final stop at a good eatery/tavern for some winter cheer.

We'll once again herald the arrival of spring with our March Winds Tour. Stan is hard at work putting together our itinerary. Best Holiday Wishes to One and All!

Bring a potential new member to the Christmas Party.

## **REPAIRS ON A 1925 BUICK MASTER 6-MODEL 51 Part One...by Stan Rakowski**

Last year, 2008, while on tour in the Dowagiac area, Bob Williams had a battery explode in his 1931 Chrysler. Then, as I was driving our 1925 Buick, the clutch decided, after many years of service, to not allow any gears to be shifted. The only gear I could use was reverse. I did not think it would be wise to drive home in reverse from the Marcellus Highway/Decatur Road area. Thanks to Bob Toothman and his cell phone, I was able to contact our son, Rick, for help. After the vehicle arrived home, and I contemplated replacement of the clutch, our son, Steve, stated that he could do it. One objective in repairing an old vehicle -- find a younger person than you. A younger person's body is more flexible than yours.

A review of the repair manual doesn't tell in a step-by-step method, the exact way to R&R a clutch plate. The object of this article is to help any other KAARC members who may have a similar situation in the future.

**Lesson #1 - Buick has an enclosed drive shaft and also a floating rear axle.**

**Lesson #2 - Place heavy duty jackstands under the frame, sufficient to hold the weight of the car, in this case, 3,800 pounds.**

**Lesson #3 - Jack up the rear of the car to exceed the height of the rear tires. In this case, the tires are 6.00 x 22 inches.**

**Lesson #4 - Take photos, disconnect the drive shaft, held by 4 bolts directly behind the transmission.**

**Lesson #5 - Slide the entire rear end, with drive shaft, out from under the car. Place the unit to the rear of the car... out of the way.**

**Lesson #6 - Remove the floor boards from the car and proceed to remove the transmission hump (4 bolts).**

**Lesson #7 - Take photos.**

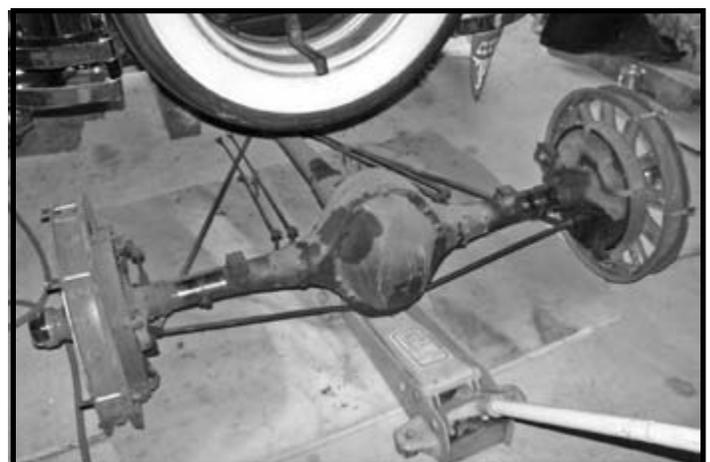
**Lesson #8 - Remove the clutch and brake pedals from the shaft. Remove the emergency brake controls. Now you are ready to remove the transmission.**

**Lesson #9 - Place a transmission jack or a similar jack under the transmission so it will not fall to the**

floor. Remove all the bolts on the transmission housing. Carefully remove the housing.

**Lesson#10 - Now that you have proceeded this far, after the housing is removed you will encounter the famous Buick multiple clutch discs, all 11 of them. This assembly is held in by 3 nuts. Remove them and pull out the assembly. Place nuts and bolts in a small parts container and mark the container with where the parts came from.**

**Lesson #11 - Take photos before disc removal. Before the R&R was started, I called Fort Wayne Clutch to obtain a price and turnaround time. Later, in a discussion with Paul Van Stratton, he informed me that Mike Martin of Martin Spring and Drive, here in Kalamazoo, can rebuild clutches. The decision was made to have Martin rebuild the clutch as it was a local business. There was no difference in price, but I saved the shipping and handling charges. I decided to replace the throw-out bearing even though I may not have needed it. This became a slight problem, as the old bearing had no part number on it. The local bearing distributor in town could not identify the bearing. The measurements were 2.15" I.D. and 3.44" O.D. and .95" width. (Continue with Part Two on next page.)**



## **STAN'S TRIALS AND TRIBULATIONS PART TWO...by Stan Rakowski**

My 1931 repair data book shows the following part number for 6-cylinder Buicks as 36138 for the throw out bearing and that it will fit ALL Buicks in the following years: 1924-26, 1927-28, 1929-30 40 Series, 1931 60, 80, 90 Series and 1927-28 LaSalle.

I ordered a throw out bearing from a vendor, as he advertised them for Buicks from 1924-31. When the bearing arrived it was not a throw out bearing, but rather a radial ball bearing. The bearing I needed has an outer retaining ring cage and the I.D. is open for allowing grease to be inserted for lubrication. The radial bearing was returned.

After much searching, I obtained the correct bearing from another person by the name of Marc Blair, from Indiana, Pennsylvania. The bearing is part number 5093-1 and was made the NICE Bearing Co. of Philadelphia, PA. This bearing may fit other Buicks as already mentioned. Incidentally, it will also fit: 1930-36 Willys 98B, 1931-36 Willys 98D, 1931-32 Willys 66D, 1932-38 Willys 88, 1933 Willys 99, 1930 Hupmobile and 1931-36 Century. This info was taken from Hollander Manual 191, 10th Edition.

600 Weight Oil is recommended for the trans, rear end and steering gear. I obtained it from Knapp Oil and it is sold only in 5 gallon containers.

### **PART THREE**

When removing the tire from the rim, the valve stem was accidently hit. Guess what. It broke off because of dry rot. A call to a tire company was made, and soon four new tubes with four new flaps and two tire irons arrived.

It was decided to check and, if necessary, replace the brake lining. The wheel is held (bolted on) by six acorn nuts on each rear wheel. Upon removal of the wheel and inspection of the lining, it was determined that the lining did not have to be replaced. The acorn nut size is 1/2-20 and can be obtained from Restoration Specialties in WIndber, PA 15963.

Thanks to the following persons who helped with the Buick Trials and Tribulations: Bob Toothman, Steve and Rick Rakowski and Basil Lewis.

### **STAN'S GARAGE HINT**

#### **Paint and Grease Remover for Wood and Steel**

3 oz. Drano

1 Gal. Warm Water

Put in a container and let items soak.

Rinse well.

Caution: Wear Gloves and Eye Protection

**KEEP AMERICA BEAUTIFUL, RESTORE AN OLD CAR!!**

## **SELL AND SWAP**

**For Sale:** 1988 Cadillac Fleetwood Brougham, 5.0L V8, 88,000 miles, solid, all new brakes, lines, master cylinder, starter, battery, alternator, belts, hoses and excellent radial tires. Nice, brown leather interior. Just serviced. \$3,000 OBO. Jeremy Page-Wood 269-375-2206

**Wanted:** Late 30's-Late 40's open car with seating for 5. Mst be convertible in good condition - a driver. Call Al Rohrstaff 269-344-4571

**For Sale:** 1936 Ford Humpback (trunk) Sedan, needs complete restoration. Has rechromed bumpers and other parts. Asking \$5,500. Call Bill McLaughlin for info. 269-621-4426.

**For Sale:** 1940 Cadillac 4 dr.; 1950 Cadillac 4 dr. \$9,000; 1997 Chrysler Town & Country Van, \$4,500; 2001 GMC Jimmy 2 dr., 4x4, \$5,700. T.W. Lane 269-344-5555

**For Sale:** 1974 Lincoln 4 dr., 1971 Olds Royale conv., 1936 Chevy parts, 1949 Ford parts, 1955 Chevy generator, starter, transmission Call Rob VanderRoest 269-382-4573

**For Sale:** 1957 Buick Hard Top 269-375-7551. Ask for Barney.

**For Sale:** 1968 Chevy Impala Conv., 80,000 miles, 307 engine, recent brakes, very good tires, white w/ red interior- white top. No rust, very good condition. 269-567-4166

**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:** Small block Chevy 265 and 283; Mopar 318 small block 4 bbl. intake. Call Ben 269-567-9336

**For Sale:** NOS Driver Door Skin, Front Bumper and Luggage Compartment Door Assembly for Mack L and H Series Trucks. Rare. 269-621-3249

**For Sale:** 1984 Pontiac Trans-Am, bad motor, good body, needs restoration. \$1,000.00. Call 269-621-3682

**1970 Dodge C-600 cab and chassis, tag axle, long wheelbase, 361-2 V8, 5-speed, 2-speed rear axle. Engine turns and will run. Solid, very little rust. \$1,200.00 269-621-3249**

## 2009 CALIFORNIA HOT ROD REUNION

I was once again fortunate enough to be able to join three hot rodding buddies for our semi-regular fall trek to Bakersfield, California for the California Hot Rod Reunion. While the so-called "traditional" rods were present in fairly high numbers, the cars that really grabbed me this year were those rods that were pretty much restored originals with hot rod running gear. Check the photos to see what I mean.  
-John McLellan



*Equally straight is this 1934 Ford Sedan Delivery*



*Rare and beautiful 1933 Chevy Sedan Delivery*



*Word has it that Don Prudhomme's restored race car hauler is headed to Barrett-Jackson in January*



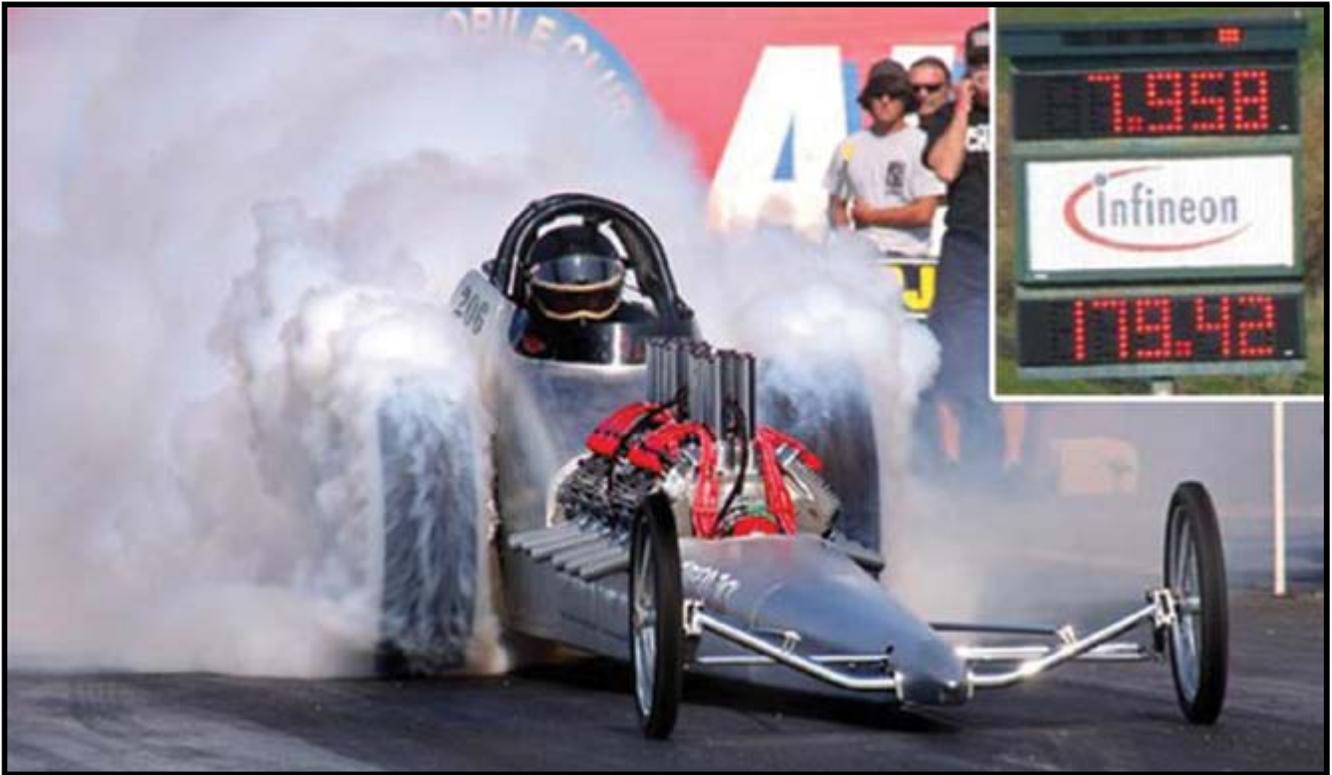
*Original appearing 1932 Ford Panel Delivery*



*Pristine Ford 2 Door is very straight*



*This 1932 Ford period perfect fifties hot rod had an early Olds engine, '39 Ford trans and rear end*



*Lovers of the venerable Ford flathead V8, restored or otherwise, cannot help be proud and astonished at the performance of this front engine dragster powered by not one, but two fuel injected flatheads. The dragster set a speed record for flathead power, turning in a top speed of 179+ miles per hour with an e.t. of 7.95 seconds.*



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