

# KALAMAZOO ANTIQUE



# Arc and Spark



1903 Kalamazoo  
by Michigan Buggy  
Logo Designed by Norm Knight

## AUTO RESTORERS CLUB

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*Eric Macleod's 1913 Ford Model T Touring*

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

**PRESIDENT**  
Jim Holland Jr. 269 377-7756  
jholland@alta-tech.com

**TREASURER**  
Gary Hawkins • 269-496-9596 •  
ghawk8066@aol.com

**WINTER SWAP MEET**  
Rich Salvaggio 269 381-0510  
zootownjeepguy@charter.net

Sibella Richardson  
2695694391

Gary Willoughby 269-323-9532  
grwillou@aol.com

**MEMBERSHIP REGISTRAR**  
Peggy Toothman  
611 2nd Street  
Plainwell, MI 49080  
269-685-8434



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Newsletter Editor: John McLellan

jmclellan75@comcast.net  
269-580-2770

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jadekazoo@aol.com

**SECRETARY**  
Ted McFarlen 269 349-0933  
Regalman75@yahoo.com

**RED BARN SPECTACULAR**  
Jim Holland, Jr. 269 377-7756

John Lacko 269-344-4764  
jalacko@aol.com

Ryan Hawkins 269 506-0865  
rhawkins1980@gmail.com

**INSIGNIA & APPAREL**  
Steve & Kalli Inman  
8980 East EF Ave.  
Richland, MI 49083  
269-629-5383

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:**

### **LETTER OF APPRECIATION FROM GILMORE CAR MUSEUM**

On behalf of the Gilmore Car Museum Advisory Board and its Subcommittee on Collections, please accept this letter as an expression of sincere appreciation for the generous donation to the museum by the Kalamazoo Antique Auto Restorers Club.

The addition of white vintage tires to the early cars in the museum's collection makes a significant historical impact on the museum's exhibits and its educational detail.

Authenticity and attention to detail are important aspects of museum exhibits, and the KAARC's generosity has made possible a most significant refinement to the presentation of these historic cars. Specifically, your collaboration with four other car clubs and two private donors, have made possible the addition of correct vintage tires on fourteen cars, bringing the total to seventeen of the twenty early cars identified for this planned refinement.

Your financial contribution is very important, is a significant improvement to the museum's exhibits and is most appreciated by the museum and its committees responsible for the exhibits. Regards,

David O. Lyon

### **JULY COVER CAR: ERIC MACLEOD'S 1913 FORD MODEL T TOURING**

#### **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 JUNE 2016 KAARC MEETING

The June meeting is the annual club picnic and this year's event attracted an overflowing crowd of some 75 members to the Gilmore Car Museum. The meal was the traditional bring-a-dish-to-pass with typical picnic fare of brats, hot dogs and hamburgers on the grill. John Lacko, Gary Hawkins and Ryan Hawkins performed the grilling honors. The drinks and table settings were provided by the club.

The meal was served buffet style, and Patti Holland, Sibella Richardson, Nancy Lacko, Susan Hawkins and Sandy Zaleski were at the table as serving hostesses. Glenda Van Stratton gave thanks for the opportunity for fellowship, our own well being and sadly paid tribute to those we lost in the past several months.

The museum made the dining facility available to the membership with a table cloth and an interesting 1:18 car model for the centerpiece at each table. The museum's main gallery featuring the cars of Donald Gilmore, as a tribute to the museum's 50th year, was open and available to the membership.

The June business meeting was short, precise and to the point. Jim Holland announced the arrival of the previously approved blow-up entrance gate which was on display on the museum's campus. Several members enjoyed having their photo taken under the gate as they arrived for the evening event.

Jim initiated a discussion about the 50th Anniversary gift to the Gilmore Car Museum which had been approved some months ago. A proposal was offered to fund the purchase of white vintage tires for several early cars, as is correct for the period. The tires will be mounted on three museum cars which have a strong tie to Kalamazoo. These include the 1899 Locomobile, the 1903 Michigan and either the 1903 Oldsmobile or the 1908 Stanley Steamer. Appropriate recognition of the KAARC's gift will be included on the information board for each car. The motion was passed almost unanimously with only three dissenting votes.

Jim reminded the membership of the need for volunteers for the Red Barns Spectacular and red volunteer T shirts were available that evening. Jerry & Carlene Inman were registering the volunteers using a computer based spread sheet projected on a screen. The introduction of this technology was a very impressive advancement for an antique centered club.

The evening was most enjoyable with many small groups huddled about the room. Smiles, laughter and interesting conversation seemed to be the agenda for the evening, and all agreed that we should do this again next year.

Kudos to the board members and others who organized and facilitated the activity of this most enjoyable evening.

Respectfully Submitted,

David O. Lyon

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## ATTENTION RED BARN JUDGES

(and anyone else who is interested in learning more about judging)

Right before the July KAARC meeting, Chris Welborn will give a short presentation on the finer points of judging a show car. Come about thirty minutes early to hear Chris.

## ON THE ROAD TO THE 2016 RED BARNS...

We are just a couple of weeks away. The show is really coming together. Lots of phone calls, letters and emails. The excitement is in the air.

If you have a 1966 vehicle or know of someone that does. We will be parking them West of the gas station in honor of the GCM's 50th!!!

KAARC vehicles on the move!!! We are no longer parking next to the Train Tower or Depot. We are moving to the "Show Entrance Lane". Please park so the nose of your car is 15 ft off of the lane. Or down the behind the diner. What this will do is allow guest show cars to park closer to the event.

KAARC Volunteers NOT driving a classic vehicle, must park in the administration parking lot. All volunteers MUST HAVE either your KAARC badge or a gate pass to get in. Volunteers, Make sure you sign IN and OUT at the main tent (Big Tent West of the Gas Station) Larry and Karen Tutt are coordinating all the volunteers.

Please wear your red volunteer shirt. Those shirts help our guest and KAARC members too. Don't know a member? Introduce yourself!!

Anyone with questions please contact me 269-377-7756 or [jholland@alta-tech.com](mailto:jholland@alta-tech.com)

It is looking like the summer heat is going to continue. So please wear that big floppy hat! A make sure to keep an eye out for those that are getting a bit crispy in the sun! We are also selling water and drink at the Main tent and in the Vendor area.

Did you know we have an information booth... Across from the gas station.

Thursday and Friday 9:00 to Noon (Ok and later) we will be marking out the fields and doing set up. If you can help great! Park behind Pierce Arrow and join in.

Saturday KAARC Lunch!!! (Didn't have to say that twice) At 10 AM for the Judge Staff only we will be having an early volunteer lunch behind Pierce Arrow. For the rest of the volunteers it's noon. If you wish to bring a dish. Make it simple picnic food and disposable containers.

The Vendor area is filling up as of July 1, a 1/4 to a 1/3 of the spaces. Show cars are signing up. Lots of flyers have been passed out... Keep up the great work, making this the best Red Barns Spectacular Show!!!

# THE QUEST TO OWN A BRASS ERA MODEL T FORD

*By Eric Macleod*

As many long time members of this club know, 15 years ago I purchased a basket case 1926 Model T Touring and restored it well enough to win the Model T Ford Club International (MTFCI) Stynowski Award in 2005. Last year I was approached by someone interested in buying the car. While I initially said no, I realized his offer likely would allow me to enter the fraternity of Brass T owners, so I elected to sell the car. Upon selling the '26\*, I began searching for a worthy successor. In September of last year I found and purchased a 1915 Touring and arranged to have the car shipped to Michigan from Monterey, California. When the car arrived it was absolutely filthy but otherwise a solid car.

Meanwhile, my good friends Mark and Phil Eyre acquired their second 1913 Model T Touring, an automobile formerly owned by long time MTFCI member Doc Wallace. The car was special to Mark and Phil because Mark restored it for Doc and it went on to win an AACA national award. That left them with the decision to do some refreshments to an older restoration or focus their attention on an original car that would eventually need to be fully restored.

Prior to purchasing the 1915 Touring I attempted to persuade Phil to sell me the unrestored 1913 but he was undeterred. Now that he had a second 1913 in his possession, he determined that my garage (being only 6 miles from his own) would make a good home for the car. I made a deposit on the 1913 and immediately placed the 1915 for sale. To my good fortune it sold within a week and the transaction was completed this spring.

The car I bought is a very original 1913 Touring that spent much of its time in New York City. While the early history of the car is somewhat sketchy, it was purchased by a collector from Detroit in the 1970's. Upon his retirement he moved the car to Alpena, Michigan. His daughter remembered a ride in the car on her first day of school, in 1981. Apparently he had trouble with the car and it did not complete the trip. Until Mark and Phil bought the car in 2013 it was never in running condition again. Little was needed to get the car running. A new carburetor and gas tank were installed and a new set of coils were added. Persuasion in the form of a pull behind a tractor for a few feet brought the car back to life.

Many original components are present. It has a completely original interior with loads of patina present on the original leather. Paint work appears very old but it appears that one coat of black was applied with a brush over the original green paint. Interestingly, in the sun all of the sheet-metal appears to have been painted dark green. This includes all of the body components including the seat back and risers, fenders, hood and splash aprons. Visible under the black paint is evidence of the pin striping, which looks to be cream colored and about 3/16" wide. The radiator could be an original piece as well. While it has been repaired several times (and in one place has what looks to be a nail in it!) the radiator still holds most of its water and does a good job cooling the car. The Vanguard windshield frame is clearly original as evidenced by the correct piano style hinge and wavy plate glass.

Lamps are presently a combination of Jno. Browns and E&J's. At some point someone substituted later style fluted lenses in the headlamps, replacing the correct clear glass lenses. Because this was originally a "city car" from New York it was not equipped with a carbide generator; instead it has an acetylene tank in its place. Interestingly, there are no holes in the running board where one would expect to see a carbide generator so it would appear that the car was never so equipped. At some point, someone must have had some difficulty with the coil box as the original wooden box has been replaced with a metal box. Oddly, the horn bracket has also been replaced as well, though the horn itself appears to be the correct type. An auxiliary Hand Klaxon has been added to the driver's body shelf. While it is incorrect for the car, my daughters thoroughly enjoy honking it with satisfying "Ah-oogah" results.

Many early Ford owners like to add accessories to their cars. This car was no exception, though one of the alterations seemed odd, albeit ultimately functional while some others were just plain weird. A set of Hassler-type shock absorbers was added to the front spring ends. This is supposed to make the car ride better though I find little difference in ride between this car and my 1915 Touring. A petcock with a clear rubber tube is attached to the intake manifold. It appears to be a crude primer of sorts to give the car an extra charge of gas. A very weird addition is a makeshift battery tray fashioned from an old license plate located in the engine compartment. While the reasons why a battery would be added to the car to ease starting is comprehensible, the location of the battery in the engine compartment seems very strange, particularly because someone also put a battery carrier in the standard location under the rear seat. Oddest of all is the sheet metal bin in corner of the body above the drivers left toeboard.

*(continued on page 6)*

# THE IMPORTANCE OF THE AUTOMOBILE MUSEUM

*By David Lyon*

Some years ago a member of the KAARC asked “what has the museum done for me today?” His query might have been answered by a quick reference to JFK’s speech “Ask not what your country can do for you. . . !” However, the automobile museum enhances our lives each day in three important ways.

First, the automobile museum in general and the Gilmore Car Museum in particular is a place of beauty and solace. It is an environment which allows you to be among the automotive artifacts of history, a place to dream, a place to wonder and a place to simply be in touch with the automotive past.

Second, the automobile museum is a 501-c-3 institution, so designated because it is a place of history, discovery and education. There you can learn how, what and why our forefathers built automobiles with 48" wheels, why the steering wheel was initially on the right and paradoxically, why the V-12 engine was withdrawn because of the post World War I recession and then re-introduced because of the Great Depression. What happened to that company anyway?

Third, the automobile museum maintains the value of your own investment in the hobby. The expression “a museum quality artifact” is not just a sales pitch, but a reminder that the value of your collector car depends heavily upon the celebration of that car and others like it on the exhibit floor of an automobile museum. Your car has value because people are willing to invest in it, but they are willing to do so because it, or a car similar to it, is regarded as being important enough for inclusion in the museum’s collection.

In the past, the automobile museum counted heavily upon the personal nostalgia of the visitor. It was place where you could visit an old friend, that very special car of your youth that opened opportunities which had not existed before. However, as automobiles lose their individuality, become more reliable and are in need of less of your personal talent and attention, friendship with them is diminished. Those cars in need of special attention are often those which are remembered with the greatest fondness. We no longer say “come on old girl you can make it” when approaching that big hill out of town, and every town had one to test the mettle of a new automobile.

We used to sing, “I saved my pennies, and I save my dimes, giddy-up giddy up, 409 . . . ” and in song we reminisced about the exploits of the “little old lady from Pasadena.” We do not write those songs anymore. No one is singing “I’m gonna hybrid now, giddy-up, giddy up, I’m gonna save some gas going down the road, giddy-up, giddy-up.”

The onset of the autonomous automobile and the introduction of designs with little individual character predicts that interest in automobiles will wain, and the number of shuttered automobile museums is sure to rise. Automobile museums that can broaden their appeal, increase exhibit diversity and enhance their educational programming and historical accuracy will survive

The published mission of the KAARC is “to preserve the hobby which is dedicated to the restoration and preservation of antique, veteran and collector automobiles, and by its activity and fellowship to promote the appreciation and understanding of the history of motor vehicles.” And by those words has pledged to support the automobile museum so that the society of the future may appreciate the history of the motor vehicle.

The automobile museum is not just an important institution recognized by society with a special tax status, but an integral part of the mission and the activity of the Kalamazoo Antique Auto Restorers Club.

## UPCOMING CAR SHOWS AND CRUISES

July 23, 9-4, Allen Community Day Car, Truck, Motorcycles, Dune Buggy and Tractor Show. Dash Plaques to the first 100 vehicles, Trophies and door prizes. Sponsor: Allen Area Historical Society

July 30, 2016 9:00 am 3:00 pm, 28th Annual MOPARS at the Red Barns Show and Swap Meet Admission: \$20.00 per vehicle w/2 persons. 24/7 Information Line: 269-664-5595

July 23-24, Michigan Antique & Collectible Festivals Car show, antiques, swap meet, cars for sale lot, vendors welcome over 80 acres of treasures come rescue a piece of American history. Saturday 8 am-6 pm, Sunday 8 am-4 pm Location: 6905 Eastman Ave, Midland, MI, 48642

July 30, 2016, Lansing Michigan, The R.E. Olds Transportation Museum, 24th annual Car Capital Auto Show

August 06, 2016 9:00 am 4:00 pm, **RED BARN SPECTACULAR**, GILMORE CAR MUSEUM, Hickory Corners, Michigan, Brought to you by the Kalamazoo Antique Auto Restorers Club.

August 13, 2016, Great Lakes Chapter of the Volvo Club of America will host their 6th meet at the Gilmore Car Museum

August 13, 2016. As a proud partner of the Gilmore Car Museum, the Lincoln Motor Car Heritage Museum and Lincoln Motor Car Foundation will host their 2nd annual Lincoln National Meet

### ERIC MACLEOD'S MODEL T QUEST,

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There have been a couple theories about the purpose of this compartment ranging from the benign purpose as a map box, to the outright dangerous idea of it being used as a cigar ash bin. Imagine the notion of a wooden framed ash tray!

Typical of many T's of this era it has a fair number of parts from later cars, though to my good fortune it retains many of the items that are most difficult to find. The engine has a date stamp indicating it is a replacement from 1918. The rear axle is also a later variety but is silent in operation and allows the car to remain functional. Springs and shackles are a combination of correct originals and replacement parts. The drive shaft is a later version as well.

This car represents a significant change of cars for me and my family. My daughters love the car and have affectionately nicknamed it "the Rattletrap Car." They like watching dad crank start it and request rides to the park in it frequently. While it is not a show car it draws huge amounts of attention whenever it is out of the garage. At the grocery store I emerge with a bag of groceries to find a group of 5-15 people around the car. My '26 Touring attracts attention as well, but never like this car. Clearly it is not a car for an introvert.

I am now faced with a dilemma; restore the car, as it is getting close to a place where it needs to be done, or leave it alone and enjoy the car as is. While my daughters are young, I tend to lean toward the latter, reserving a no-holds-barred restoration for a time when they are older and less inclined to want to play in the car. I am not without potential projects with a '26 Ford Sedan that needs significant restoration. Currently, the '13 is one of my two most drivable cars and I am inclined to leave it that way for the time being, though in my mind I can see the car with a shiny coat of green paint, black leather and gleaming brass.

\*It should be noted that when I originally wrote this article I no longer owned the '26 Touring. I have since purchased the car back and feel much better as its continued caretaker.

# THE DONALD GILMORE CLASSIC INAUGURAL DRIVING TOUR

*by John Lacko*

On May 20th, 2016 KAARC members Jerry Inman, Peter Knibloe, David Lyon, Eric Macloed and Phil Renuart participated in the Donald Gilmore Classic Inaugural Driving Tour held by the Gilmore Car Museum. The tour covered 76.1 miles on the backroads of Barry County, Michigan.



## SELL AND SWAP

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

**For Sale:** 1962 Ford Galaxie, complete exhaust system for 292 V8. 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, 196! \$4,200. Gary Willoughby 269 323-9532

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