

# KALAMAZOO ANTIQUE



*Arc and Spark*



1903 Kalamazoo  
by Michigan Buggy  
Logo Designed by Norm Knight

## AUTO RESTORERS CLUB

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VOLUME LI; NO. 2

February 21, 2017

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**1948 Mack EG**

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

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- 2016 -

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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:**

*AUTO RAMA BUS TRIP, SATURDAY, FEBRUARY 25, 2017--COST \$60*

*We still have openings for the Auto Rama Trip, if you are interested contact Fred Bierlein 269 806 1430.*

*We are leaving from the Meijer parking lot just north of I-94 by the Meijer gas station. We are loading at 6:45 am and departing at 7:00 am.*

*There will be a 1/2 hour breakfast stop in Jackson, MI and a 1 hour dinner stop in Ann Arbor, MI. Lunch can be purchased at the Food Court in Cobo Hall. All meals are at the member's expense. We will be returning around 8:00 PM.*

### **MARCH WINDS TOUR – SATURDAY, MARCH 25, 2017**

*The bus will be loading at 6:50 AM and leaving at 7:00 AM from the Target parking lot near the intersection of West Main and 131.*

*Eat a hearty breakfast at home as we will not be stopping for breakfast. Lunch will be at around 1:30 PM.*

*First Stop –The Sloan Museum, Flint, MI. Your admission will be paid for by the club.*

*Second Stop – The Buick Automotive Gallery. (Walking distance from Sloan.) Your admission will be paid for by the club.*

*Third Stop – Bavarian Inn Restaurant, (Austrian Room), Frankenmuth, MI. The club will cover the cost of your chicken dinner. German beers and wines are available at members expense. If you prefer a vegetarian meal please let us know.*

*Fourth Stop – Bronner's Christmas Wonderland. Return to Kalamazoo around 7:30 p.m.*

**DUES ARE DUE. NEW MEMBERSHIP REGISTRAR REMINDS ALL MEMBERS THAT CLUB DUES MUST BE PAID BY MARCH 1, 2017. THEY CAN BE MAILED TO KAREN AT 39463 C.R. 653, PAW PAW, MI 49079.**

# MINUTES OF THE JANUARY 2017 KAARC MEETING

**Welcome Guests:** None

**Correspondences:** There are many pieces of mail from other clubs throughout Michigan which members are welcome to look at. They will be available at the head table.

**Secretary's Report** – “As written in the A&S” – Motion, Second, All in favor, Oppose

**Treasurers Report** - Motion, Second, All in favor, Oppose

## Old Business

- The New Board Members were announced again at the meeting. Steve Inman / Larry Tutt – will be taking over at the March meeting. Also Dave Lyon will be our secretary again starting in March also
- Kalamazoo Celery Plates – Steve Turner told us that he got several of the plates and sent over to the polisher. More info at the next meeting.
- White Tires – GCM – volunteers that changed them. The tires are on and well represented by KAARC
- Winter Banquet – A round of applause for Gary and Donnas efforts for the winter potluck. Gary also wanted to thank his “angels of help.” It was a team effort and many pitched in.
- Winter Projects? Other? Trips? Events?
- Fred Bierlein and Rich Rakow presented the club with the new projector table and screen. The church is very excited about the new items.
- To help out with the club social media, Ryan Hawkins will be overseeing the website.

## New Business

- Great Race – We want to support – The car is being prepared and the KAARC bought the Tires. Starts June 24 and end up at Gilmores on June 29.
- Note about the A&S – Advertising is to be focused on the transportation industry. Any ads will need to be transportation related.
- John Hansen is working towards a Saturday morning radio show.
- John Hansen gave us an update on the radio show. It looks like the radio show is a no go. However he is working very hard on getting a Pod Cast up and running. There is some logistics which he needs to work out. John is very excited about this Pod cast and hope to hear one soon.
- Special thanks to Kim Maxam. She is handling our Facebook pages.
- WSM , RBS, KAARC

## January 2017

- Detroit Auto Show – Fred – Thurs 1/19/2017. Ready to go. A few spots are available.
- Winter Banquet - Sat 1/21/17– Rich Rakow. Ready to go. Very excited about taking on the banquet and can't wait to show us the prizes for each member.

## February 2017

- Winter Swap Meet – Stan
- This is our fund raiser – We need to get the word out for vendors and attendee's especially about Sunday!!!
- Autorama – Sat 2/25/2017 – Fred 24 pass Bus \$55. Spots are available.

## March 2017

- **PAY YOUR DUES. DUES ARE DUE. PLEASE SEE KAREN TUTT**
- March Winds – Fred – 25th Last Sat – Sloan in Flint – Buick Gallery \$20-30? Waiting list to go.

## April / May 2017

There are several events picking up

## August 2017

- RBS 8/5/17
- Jim will be calling a meeting shortly. Does Tuesday the 24 6:00 PM work?
- Advertising
- Contacting clubs
- Judging show

## September 2017

- Overnighter Saturday/ Sunday 9/16/17
- Color Tour
- Color Tour 10/21/17

## Reminders

- A&S Stories – Show Reviews
- Archives to WMU

***We held a RBS meeting on 1/24/17. Finalized the flyer. A new development with the Boats. A non club member David Irvine is going to be promoting and coordinating “Boats at the Barns” portion of the show. David also is the president of the Volvo club. We decide this year to raise the price of the Judge show to \$25 the day of the show. Hoping this will make incoming show cars decide faster which show they want their car in. Our next meeting is March 2nd 6:00 PM TGIF large room.***

# EXCERPT FROM FROM ANTIQUE AUTOMOBILE MAGAZINE RE:THE 50TH ANNIVERSARY OF THE AACA

Article by *Steve Turner*

At the recent KAARC swap meet I was flipping through a copy of Antique Automobile (Vol.49,#6).This issue was devoted to the 50th anniversary of the Antique Automobile Club of America. Many photographs of period gatherings were featured, including of member vehicles. As I moved from page to page and vehicle to vehicle I noted a number of very rarely seen marques. After a bit I decided to compile a list of some of the rarest of the rare: 1907 Dragon; 1905 Jennis; 1908 Fayer-Miller; 1924 Wasp; 1910 Otto; 1911 Palmer-Singer; 1904 Eldridge; 1905 Sharp Arrow; 1913 Car-Nation; 1909 Petrel; 1914 Moyer; 1902 Searchmont; and an 1897 Robert Electric

There were many other photos, among them some makes that would be considered rare but compared with the above list, not so much! These cars included Briscoe, Owen, Knox, Speedwell, Crestmobile, Chadwick and Dagmar. I guess rarity is in the eye of the author!

Since I still have some room on the page, I've decided to share some of the information I found on three of the rarer, rare automobiles. First, the Eldridge. In 1894 the National Sewing Machine Company began manufacturing a bicycle named the Belvidere in honor of the town where they were being built. In 1903 automobile production followed. Things were a bit complicated by the fact that the sewing machine/bicycle/auto company had already agreed to produce a car for Oscar Friedman and when that didn't happen he sued National. Despite this legal action, production of the Eldridge proceeded with the first car appearing in 1903. The Eldridge was powered by a 2-cylinder engine and had a sliding gear transmission. Despite the slogan "Just what it ought to be" the little Eldridge slipped from view after producing around 300 examples. The vehicle pictured in the AACA journal was a 1904 model and the photo was taken in 1959.

A much rarer automobile was the 1905 Jennis. It seems that a mechanic named Peter Jennis of Flourtown,PA constructed two cars in 1903. They were double chain drive, 4-cylinder, 48 horsepower touring cars with bodies by Quinby. A wealthy Philadelphia businessman intended to use the two prototypes to launch his automobile empire. However, his untimely death prevented the production of any further Jennis cars. Apparently the two 1903 prototypes were marketed as 1905's. The photo of the Jennis was taken in 1963 during a Glidden Tour.

Finally we explore the short life of the Frayer-Miller air cooled automobile. The car's engine was the creation of Lee Frayer and William Miller who joined forces with another inventor, Oscar Lear to produce the Frayer-Miller automobile. Production was centered first in Columbus, OH and then in Springfield, OH. After extensive testing under hot weather conditions and 24 hours continuous use the engine was deemed ready for service. The car entered the market in 1904 and in 1905 the company offered what may well have been the first American made 6-cylinder automobile made in America. In 1907 appeared the first trucks and the company moved to Springfield, OH. By 1909 automobiles ceased to be offered so the company could focus on trucks. The name was changed in 1909 to Buckeye National Motor Car Company. In 1915 Kelly Motor Truck Company(owned by E.S.Kelly of Kelly-Springfield tire fame) took over the plant thus ending the run of Frayer-Miller.

Part of the agreement with the white tire donation included the identification of the those who contributed to the project. I have attached a copy of that sign for the February A&S so that the members will know that the agreement has been met.

# CONTRIBUTORS TO THE GILMORE "WHITE TIRE PROJECT" GIVEN RECOGNITION

*Article by Dave Lyon*

Part of the agreement with the white tire donation to the Gilmore Car Museum included the identification of the those who contributed to the project. I have attached a copy of that sign for the February A&S so that the members will know that the agreement has been met.



## FEBRUARY COVER: 1948 Mack EG

I have long held the theory that if you spend so much time dealing with one make of vehicle, in this case, Mack trucks, that potential restoration projects of that make will find you. Case in point is this "barn fresh" 1948 Mack EG. It last saw the light of day through the barn door in 1987. It was backed in, with an ailing water pump, and there it has been ever since.

Im getting ahead of myself here. The truck found me through a mutual friend of both the family that owned it and me. My friend texted me from his cozy abode in Florida to tell me that friends of his in South Haven wished to sell their old farm truck. When he found out that it was a 1948 Mack, he thought of me. He passed along a phone number, I wasted no time in calling and an appointment was set up for the next day to inspect the truck. To be honest, I expected much less than I found when I slid the barn door open. Ive tracked down so many trucks that were "running when parked" only to find that they were parked outdoors, where the elements had their way with sheet metal, glass and chrome.

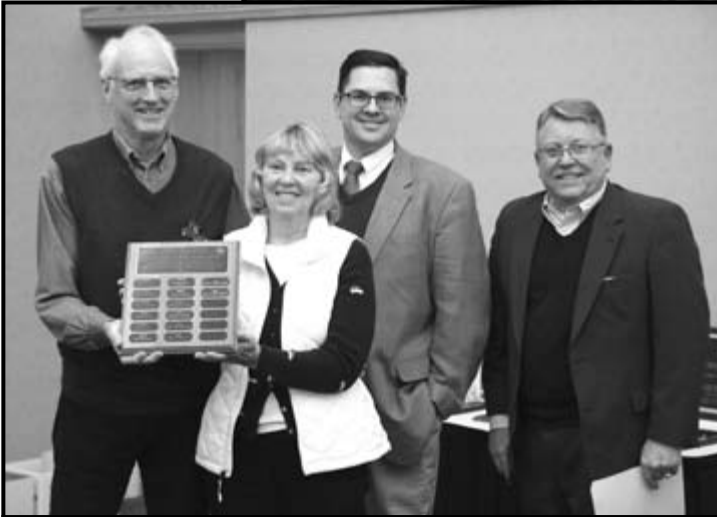
I immediately knew that this truck was a great find. Beneath thirty plus years of dust and grime, the original paint still had some shine. Every piece of trim was still intact, and, believe me, "E" Series Macks had a ton of ornate trim. It was 99% rust free and very straight. For forty years, this truck performed hauling duties only in the fall, during the apple harvest. When all the crop had been hauled to market, the truck went back in the barn. No road salt or other chemical crud ever touched it.

The owner of the farm, and his son, had sadly both passed away years ago, and it was up to the owner's daughter and her elderly mother to sell the truck. The older woman was a savvy dealer, and she told me that she had had a couple of "lowball" offers already. Aware of this, I decided to step up to the plate and make a generous offer. I did not want this rig to get away. She said she would think it over and call me back after talking to her daughter. The next day, they called to say that they would accept my offer.

The "E" Series made up Mack's medium duty line and were introduced in 1937 and built until 1948. The smallest was the ED, a heavy duty pickup which replaced the Mack Jr., built by REO. As size and tonnage increased, so did the letter designation. E, F, and G trucks shared the same basic grille styling as the ED. Starting with the H, the trucks took on a heavier, more beefy appearance with a different grille, larger fenders and longer hoods. The largest was the EQX, built for rugged construction and off-pad use.

Plans for it? I'll get it running and clean it up, but I really like the "survivor" patina so it will probably continue to look like it does right now.

# WINTER BANQUET 2017...COURTESY OF JOHN LACKO



# WHEN I WAS A BOY...

*by Dale Wells*

During the Great Depression of the 1930's, the purchase of a brand new car was out of the question for the majority of people. In my hometown, a small Michigan town of 7,000 people, the streets were full of 1920's cars, lots of Model T Fords, and occasionally a shiny new car would come along. Many of the old cars on the roads required lots of tinkering, adjusting and repairing in order to keep them running

One of my earliest memories of riding in an old car was sitting in the back seat of my uncle's Maxwell touring car. It was a well-used car, passed down to him from his father-in-law, and the body was rusty. with cracked leather, missing top, and dented fenders. About 1936, my uncle decided he needed a closed car for his family, and found a 1929 Essex with a bad engine. Since the Maxwell engine still ran pretty well, he decided it was time for an engine swap.

One chilly fall evening, I went along with my father to my uncle's garage where the operation was to be performed. The Maxwell engine was quickly removed from the rusty old chassis, and the Essex rolled into the garage to complete the transplant. I was too little to be of any real help, but could occasionally hand over a wrench or hammer to my father and uncle as they crawled around, under and over the Essex to fabricate the necessary engine mounts and supports for the Maxwell engine and transmission. Late in the evening, the work was completed, and it was time to go home.

My father decided we would drive the Essex home for a test run that night, and he fired up the Maxwell motor, accompanied by loud, barking exhaust noise from the manifold. The old pipes on the Essex did not fit well on the Maxwell motor, but they were bolted and wired together temporarily until a more permanent attachment could be made the next day.

I can vividly recall riding the seven miles home in the Essex, with the loud exhaust roaring along the way. I asked my father what he was going to call the car since it was not really an Essex anymore, nor was it really a Maxwell. He pondered a moment and then said, "We have just made the world's first Max-sex car.!" I do not recall whatever happened to the Max-sex, but my uncle soon found a 1933 Chevrolet that he could afford, and the Max-sex was never seen around our family again.

## UPCOMING EVENTS

**February 25, 2017** ~ Bus Trip to Detroit Autorama, Cobo Center, Detroit

**March 1, 2017** ~ LAST DAY TO PAY KAARC ANNUAL DUES

**June 24, 2017** ~ Great American Race

## SELL AND SWAP

**FOR SALE:** 1970'S Chrysler transmission out of Winnebago motor home with 36,000 miles. \$200. Greg Wells, 269 375-4844

**FOR SALE:** 1985 Olds Delta 88 Royale Brougham, 307 Olds V8, all options, nice driver. \$4,995. Ken Maxam, 269 330-5362

**FOR SALE:** 1952 Chrysler New Yorker conv., solid, nice driver. T.W. Lane 269 624-5038

**FOR SALE:** 1982 Avanti II, Fiberglass, 350 V8, air, nice original, T.W. Lane 269 624-5038

**FOR SALE:** 1986 Jeep Cherokee, 4dr, V6 5-speed, new tires, brakes, clutch and hydraulic system. West coast car, NO RUST. Call Doug McFarlen, 269 345-5667

**FOR SALE:** 1962 Chevy 283, 195 h.p., with 2-spd Powerglide, \$375.00, 1955 Chevy 265, complete, \$300. Ken Maxam 269 330-5362

**FOR SALE:** 272 c.i. Ford engine, \$300.00 Stan Rakowski 375-3669

**FOR SALE:** POR-15 Business for sale! Yes, we're retiring (again!). All products and materials will be included (E-Z Up, tables, etc. Call me for details Gary Willoughby, 269 323-9532

**HOMETOWN AUTOMOTIVE, LLC**  
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