

*"If money is your hope for independence you will never have it. The only real security that a man will have in this world is a reserve of knowledge, experience, and ability."*

(Henry Ford)



*Very original '63 split-window FI Coupe gets back on the road after years in storage.*



*The '62 Corvette has a rolling chassis.*



*'68 Mustang welcomes fresh sheet metal – Look Ma, no holes!*

## EVENT PLANNING

It's not too soon to start planning out those great car Events you want to attend this Summer. Registration forms are already out for **AACA National Meets**, **The Glenmoor Gathering** and the **Arthritis Foundation Classic** and hotel rooms for popular events like the **Kruse Auctions**, **Carlisle** and **Hershey** are already being snapped up. Once logistics are taken care of, its time to decide which vehicle to take to what show. We saw our friend Al Ferrara this weekend – wouldn't we all like to face the choices he has in front of him! Make sure to plan the lead time to get those maintenance items taken care of – radiator, fuel tank, brakes, starter, carburetor, & battery. Here in NE Ohio, we finally have some nice weekends to fire up that old car and give her a test run and a good clean up. And for those of you who don't have the time or (heaven forbid) don't like detailing – CK Auto can help you out with that too.

Short list of early Summer events:

- ✧ **April 19-23 – Spring Carlisle (Carlisle, PA)**
- ✧ **May 6 – Ohio Gas Petroliana Show (Dayton, OH)**
- ✧ **May 12-13 – AACA National Meet (Virginia Beach, VA)**
- ✧ **May 18-20 – NCRS Meet (Auburn, IN)**
- ✧ **June 4 – Cadillac-LaSalle Club Show at Legacy Village (Lyndhurst, OH)**
- ✧ **June 18 – Annual Father's Day show at Stan Hywet Hall (Akron, OH)**
- ✧ **June 15-18 - Bloomington Gold (St Charles, IL)**

## IS IT NATURAL OR PAINTED?

On a concourse restoration, there's always the problem of what to do with natural cast components to keep them looking good. Its inevitable that your beautiful collector car will get caught in a downpour at some point (like our '61 at the AACA Meet in Greensburg last year). Leaving cast metal bare subjects it to eventual rust, but painting it with a cast-iron looking paint is only a short term solution for parts that have to mate with other parts. As soon as a nut or bolt is tightened down, the paint cracks around it and the fact that it's painted becomes obvious. We are using for the first time a process called Electroless Nickle plating, which provides the protection of plating, but leaves a dulled surface looking exactly like the bare casting. The picture above shows its use on the front kingpin of a '62 Corvette. This part is an ideal candidate because of its proximity to the elements and the number of mating surfaces. The basic plating process initially left the part too shiny, but we worked with our plater and after a few experiments, we think we've got the finish "just right". So to answer the question "Is it natural or painted" the answer is "neither" – but it won't chip or rust no matter how many shows your car ends up in "liquid sunshine".



## ARE 6 VOLTS ENOUGH?

In a follow up to our article in the Feb Issue, our friend Harry Wolk provided an excellent tip: Be sure that the battery cables for your 6-Volt system are designed for 6-Volt operation. Cables designed for 12-Volt systems are often smaller guage and do not have the same current carrying capacity.

**WHAT'S NEW IN YOUR GARAGE?**

Do you have something new in your garage that you'd like to share? Send us a picture and short bio on your new wheels along with the important stuff - Why you wanted THIS car and What you had to go thru to get it.

*This newsletter is available via email or regular mail. If you would like to receive it in a different manner, please let us know.*

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**NEW ADDITIONS**

**1957 BMW Isetta**

Some things prove that size really doesn't matter - our friend Dan Hanlon's 1957 BMW Isetta is a great example. With just 13Hp and a 58.5in wheelbase, this 1 door vehicle packs a lot of fun in a small package. Brought out in post-war Europe when taxes were based on displacement, this 295cc, 1 cylinder engine powered the

Isetta to a top speed of around 50MPH. Low mileage and meticulously restored down to its tiny little wheels, it is a jewel of a car. The Isetta is definitely on my "wish list", but Dan says he wasn't out looking for one - but once he saw it, it was just too good to pass up. We could not fault his logic as the quality of this

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**More Shop Shots:**



'66 "K" Code Mustang heads off to Sandblaster.



Justin cleaning up for new floor pan installation.



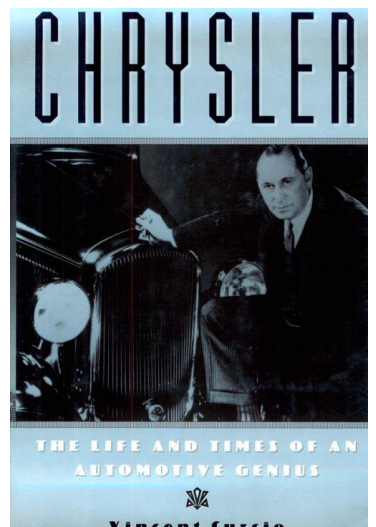
Ed works on the "see thru" Mustang.

restoration on this rare little car is evident from any angle. And by the way, Dan has a King Midget parked beside it - Dan said he didn't want to leave 1/2 a parking spot open in his garage<g>.

**BOOK REVIEW**

**Chrysler: The Life and Times of an Automotive Genius  
by Vincent Curcio**

You need not be a fan of Chrysler vehicles for this one - the rich historical context on the birth of the automobile industry is reason enough to check it out. The story of Walter P. Chrysler - the self-taught railroad mechanic turned automobile magnate - is interwoven with the stories of Locomobile, Buick, General Motors, Maxwell, Chalmers, Dodge and of course Chrysler. Although considered to be a true "car guy", Chrysler also mastered the world of finance - a skill that eluded many of the other automotive pioneers. The story of how he acquired his first car demonstrates both: At a time he had only \$700 in savings, he borrowed \$5,000 to buy a very expensive 1908 Locomobile, and then proceeded to disassemble and reassemble it countless times in order to learn its inner workings. Chrysler was an optimist about America's promise and the potential of every individual to achieve great things. Even in the depths of the depression he managed to make a profit and introduce the Airflow - a commercial failure, but an engineering masterpiece that influenced vehicle design for decades after. I think what I found most amazing is how in 1928 Chrysler managed to acquire Dodge Bros, and design and introduce both the Plymouth and the DeSoto in very short period. This was one busy guy! I must thank my friend Darrell Davis for recommending this book.



**We like hearing from you! Let us know of a neat car, a good book or a car event you would like to share.**