



Newsletter

JANUARY 2006

VOLUME 2, NUMBER 1

"Quality means doing it right when no one is looking."

(Henry Ford)



The '55 Chevrolet starts 2006 with all its body work completed and in primer.



Final fit for the '62 Corvette's Fuel Injection badges and cove trim.



Our Newest CK Restoration Project - a very pretty '68 Mustang Convertible

WELCOME 2006

On behalf of all of us at CK Auto, we wish you a very Happy and Prosperous New Year! A New Year means another 12 months of great car events. Some of the events where you are likely to see CK Auto this coming year include:

- ✦ Spring Carlisle – April 19-23
- ✦ Bloomington Gold® Corvette Show - June 16-18
- ✦ Father's Day Show at Stan Hywet – June 18
- ✦ Meadow Brook Concours – August 6
- ✦ Corvettes at Carlisle – August 25-27
- ✦ ACD Festival – Aug 31- Sept 4
- ✦ Glenmoor Gathering – Sept 17
- ✦ Hershey – Oct 4-8

SNAIL MAIL OR eMAIL – YOU CHOOSE

Beginning with this Issue, we are sending out our Newsletter via eMail to the folks for whom we have an eMail address. If you have a preference on how you would like to receive your CK Newsletter, please call Karen at 330.963.0990 or eMail khrabak@ckautollc.com and let us know.



UPDATED PICTURES ON PHOTOSITE®

We have updated the way we post our restoration photos on our website, using a new photo service from Photosite®. Each restoration project has its own Album, and we've organized Chapters for "frame", "body", "interior", etc. You can "supersize" individual photos or set it in "slideshow" mode and just sit back and watch the show. You will notice that the links for our **Current Projects**, **Photo Gallery** and **Cars for Sale** photos all point to the new site. You can access the site directly by clicking on the "Photo Gallery" Menu item, or by using this URL: <http://ckautollc.photosite.com>. Check it out and let us know how you like it!





One of the pictures from the "Summer 2005" Album on-line at

ckautollc.photosite.com.

This is our friend Eric's way cool Model A Duesenberg running chassis.

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Detailing Tip:

Go easy on the tape

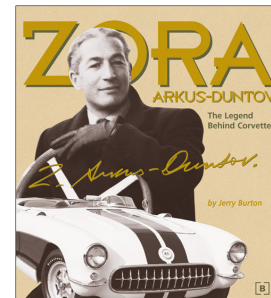
Sometimes what seems to be a good idea turns out to be a bad one in the long run. The adhesives in tape can break down or bleed thru over time, leaving an unsightly or gooky mess. We learned this the hard way when we taped down the paper tag on our Corvette's convertible top. Over the years, the adhesives bled thru the paper, requiring replacement of the Tag. In hindsight, it would have been better left alone.

WINTER READING RECOMMENDATIONS

I know. Its cold, its dark all the time, the Holidays are over and it seems a long way till April. I've found that Winter seems to go faster with a good book. Here's a couple you may want to consider.

Zora Arkus-Duntov: The Legend Behind Corvette By Jerry Burton

Fans of early Corvettes will want to check out this book on the "spark-plug" that kept it from extinction. I found the most fascinating were the sections on Zora and Elfi's years in Europe just prior to WWII and the harrowing escape from the Continent as the conflict nearly overtook them. I did get a chuckle on reading about Zora's very first month on the job with GM - when he went AWOL to go racing at LeMans for the Allard Team. But as a former GM employee, I was looking for a lot more "juicy stuff" on the deals, the battles, the politics and the personalities of those GM people Zora worked with and worked for. A good read that left me wanting more.



Affix address label here

Edsel: The Story of Henry Ford's Forgotten Son By Henry Dominguez

This one is a heartbreaker. For a man who grew up with wealth untold, Edsel emerges as tragic figure who persevered with dignity in the shadow of a famous father that couldn't get over the fact that he wasn't just like Henry. Stylish, refined, thoughtful, and artsy, Edsel and his famous father were about as different as could be. The book is interesting not just for what it tells us about Edsel - but also for what it tells us about Henry (and I'll warn you its not very pretty). Lincoln fans will enjoy insights into that marque's development and Ford's relationships with custom body builders. Very well done, also is the part dealing with Edsel and Bob Gregorie's very productive relationship. The final heartbreak is the realization that to the larger public, "Edsel" is associated with a failed, ugly automobile (one whose design would likely have given the real Edsel fits) rather than the man who - it could be argued - enabled Ford Motor Co to survive past the Model T.

