

**"It is not the employer who pays the wages. Employers only handle the money. It is the customer who pays the wages."**

**(Henry Ford)**



### THIS DATE IN HISTORY \*

#### Apr 1, 1909

The Fleetwood Metal Body Company is founded in Fleetwood, PA.

#### Apr 1, 1941

The first Packard Clipper is produced.

#### Apr 2, 1875

Walter Percy Chrysler's birthday.

#### Apr 2, 1878

Albert Champion's birthday.

#### Apr 10, 1920

Gray-Dort Motors produces it's last horse drawn vehicle.

#### Apr 29, 1898

Goodyear Tire & Rubber Co is established in Akron, OH.

*\* from "Automobile History Day By Day" by Douglas A. Wick*

#### NEW ADDITION:

'36 Cadillac Convertible Coupe



## SPRING CARLISLE

**There's a good reason it is considered the Car Season Kick Off.**

Eight-thousand vendors and over 1500 cars for sale spread out over 80 acres makes for a much-looked-toward event here. Spring Carlisle 2007 arrived just 10 days after our 2 foot snowfall on Easter Sunday and only 2 days after the Nor'easter ripped thru the East Coast. On our drive across PA we still saw snow piles and our first day we wore hats and gloves. By Friday however, the sun was out, temperatures reached the seventies and the crowds poured in.

We scored a number of great automobilia finds:

- A mint AC Clock – probably from the 70s
- A huge 2-sided "Cover the Earth" sign for a price about 1/2 its weight.
- A restored ECO TireFlator with base
- Two original Cadillac Dealer pieces for our '36 Cadillac: A Fleetwood color Catalog and the Fleetwood Book (don't ask the price)
- A set of 4 Dealer showroom posters showing the '66 & '67 Chevrolet Model line-up
- And the best deal, the deal of all deals, the deal that IS what Carlisle is all about – a beautiful 1950 Indianapolis 500 Pit Pass – #15 (a low-numbered Pin from the 1946 race just sold on eBay for thousands).



We also saw some great finds on the parts front:

- Two sets of NOS '62 corvette rocker trim
- Set of early hubcaps for 56-58 (we have a thing for hubcaps)
- About 5 sets of Schrader valve stem caps – correct for early Corvettes. We had to pick these out one-by-one out of a bin of several hundred caps – but hey, that's what makes Carlisle fun!
- And a pair of non-DOT T3 headlights for our '56 Corvette

While there were many interesting cars there, a few caught our attention ... but then, maybe not:

- '71 Z28 Restored, matching number, dk grey over black, offered for \$52k. Now this is about \$20k over the OCPG® for #1 condition, but probably well under the cost of restoration. Still, we were disappointed that the owner didn't put in correct date-coded glass during the restoration. This type of shortcut (which would have cost an extra \$300) devalued the end result considerably ... and is one of those things that is cost prohibitive to fix later.
- '71 Nova SS396 We've long said we need a 396 in our collection and this one was the same color of Chuck's car he drove when he started at GMI, so its sentimental appeal was very strong. Again, nicely restored, except for the vent windows, which the owner neglected to have re-chromed. At \$43,000, we would not forgive that oversight.
- '61 Impala – A fresh restoration of white over blue. 3 miles on the ODO. Offered for \$36k. It looked like the trim was simply removed and reinstalled – noticeably rough against the fresh paint. Vent windows weren't done on this one either. Our definition of "frame off restored" must be very different from theirs.
- '58 Corvette – Charcoal over red offered at \$80k. Just two problems and they were both with the paint. The S/N of the car was after the switch to Black had occurred, so the vehicle could not have been Charcoal originally. Also, the charcoal paint had huge metal flakes in it – way way more than original. With no certifications (AACA, NCRS etc) in evidence and no owner history, we thought this one was way overpriced.
- '66 Corvette – This was my pick for most shamelessly overpriced car ... it was red, it was a big block, and the owner wanted about \$90k for it. But the body work under the paint was so poor and so noticeable it was incredible to even ask such a price. (Perhaps since it was red, the owner felt that made up for the deficiencies?)

As it turned out, we found the really nice cars for the most part were over at the Auction, including:

- '68 Camaro RS Convertible – Dark gray over red. Awesome!
- '63 Austin Healy 3000
- '57 T-Bird w/ hardtop in pale green
- '70 or 71 Mercedes 280SL in slate blue – Wow!
- '59 Corvette w/ Ermine White exterior/red interior
- '68 Impala – beautifully finished in black



I'm not much of a fan of car auctions, and I don't have the patience to sit thru them. We will have to watch the trade rags to see what these brought.

**BACK AT THE SHOP**

Restored seat belts for the '66 Mustang.



**CK Auto, LLC.**

9241 Ravenna Rd  
Unit C-12  
Twinsburg, OH 44087

**Phone**

330.963.0990

**Fax**

330.963.0992

**E-mail**

info@ckautollc.com

**We're on the Web!**

[www.ckautollc.com](http://www.ckautollc.com)

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**CAR SHOWS & SWAP MEET DATES**

**MAY 5 – OHIO GAS – DAYTON, OH**

**MAY 12 – AACA NATIONAL – NEW BERN, NC**

**MAY 19 – CAR SHOW – HARTVILLE, OH**

**MAY 20 – SWAP MEET – RANDOLF, OH**

**JUN 3 – CADILLAC SHOW @ LEGACY VILLAGE, BEACHWOOD, OH**

**JUN 3 – CCCA GRAND EXPERIENCE FEATURING CADILLAC – KALAMAZOO, MI**

**JUN 10 – AULT PARK CONCOURS – CINCI, OH**

**JUN 9-10 - SWAP MEET – RANDOLF, OH**

**JUN 14-17 – BLOOMINGTON GOLD® - ST CHARLES, IL**

**JUN 17 – STAN HYWET FATHER'S DAY CAR SHOW – AKRON, OH**

**JUN 24 – CAR SHOW @ URSULINE COLLEGE**

**SEEING RED**

This month the shop passed two major milestones in our two Mustang restoration projects. Both cars were painted and are entering the final stretch where "all the fun stuff" happens. The Candy Apple Red '68 V8 Convertible has lots of really neat trim all around, but I especially like the rear treatment. The sides will get a "C" stripe in white to match the convertible top.



The '66 HiPo Coupe – also painted Candy Apple Red – doesn't have all the gingerbread, but perhaps it doesn't need it. That little "High Performance" badge over the side emblem says it all.

At this point, the engine and drive train have been installed and the motors started on both cars. Outside, the badges, grills, lights and other trim is being readied. Inside, both dash boards are together and the seats and carpet are ready to go in.

Is it easier doing two similar cars together? Some aspects are. Not only can parts be ordered more efficiently, a lot of the research that has to be done for each component and subsystem can be done more efficiently. In fact, comparing the reference info on the '66 to the '68 often served as a good double check.

What is the biggest headache of doing two cars together? Has to be the interior colors. Although both cars were Candy Apple Red exterior, the '66 is a very early car for which we had lots of original interior pieces. We found that some of the original trim was "bright Red" of '65, while the seats and carpet were the "dark Red" of '66. The '68 meanwhile, also had a "dark Red" interior, so some of the trim shared the '66 color, but not all. Every time we order or paint an interior piece, we have to verify we have the right color.

A close second would be eBay hassles. We found that individuals selling Mustang parts seldom know what is correct or even what year the part is for. We bought several sets of radios and horns in order to finally get ones that were correct for the car. Hot tip: DO NOT rely on eBay sellers' descriptions to determine what is correct for the car. Restoring a Mustang with eBay parts would be an expensive, time consuming and frustrating endeavor.



Want to see more? The complete restoration history for both Mustangs can be viewed at: <http://ckautollc.photosite.com/>.



**SHOP TIP: Real Cad or Spray Cad ... Can you tell the difference? Absolutely!**

Real CAD plating is durable, rust-resistant, and non-reversible. CAD plating has built-in lubricants which is why it was used on hood hinges, latches and fasteners. It won't rust, rub off or dissolve when dripped on. And whether the part is done in Silver or Yellow CAD, it will continue to look good for years.