

THE BRICKLINE

... in the tradition of the Bricklin SV-1

Volume 26 #3

July, 2001



A Publication of Bricklin International

President's Message

By: Jim Wajda
Currently Bricklinless, but with a new 1970 Mark Donahue Javelin!

Since I am an avid auto buff, I am a member of several national auto clubs. Many of the clubs have far more resources than Bricklin International. They have a larger member pool to draw from to solicit articles and/or advertising. They have a greater subject range and they have greater financial resources. However, they do not have a better national magazine. The Brickline is a truly outstanding publication and I thought it could go head-to-head with any other national publication with a club our size and win.

In an effort to gain more national recognition for our magazine "The Brickline", Bricklin International has been sending out copies of its magazine to Old Car Weekly to participate in their Golden Quill Awards. The award considers several factors in the publication: professionalism, a wide range of articles, strong journalistic ability, good visuals, good taste, creativity, and service to members. They must also meet certain criteria including diverse content (news, features, events, member information, etc.), creativity in design and layout, accuracy, general readability, and enhancement of the club and hobby. Old Car Weekly receives hundreds of newsletters and club magazines from clubs of all sizes throughout the United States and many foreign countries. The competition is truly fierce.

An independent journalistic group judged each Brickline, based on

the above-mentioned criteria, during the 2000 calendar year. There were well over 100 publications in this category, which is "National Car Club under 500 members". The results were just posted in early April.

We won! What an honor to go up against some of the best clubs in the country and win! The man who deserves much of the credit is John Blair. He has the toughest job in the club putting this magazine together and he is doing an awesome job. I



always knew that we put out one of the best magazines in the country and now we have a top award to prove it! I also want to thank each one of the members that submitted an article to the editor in the last year. This publication could not be as diverse unless it had your support. Keep sending those articles in to the editor so the material stays fresh and interesting. It is difficult to win back-to-back Golden Quill Awards, but we will certainly try to start a streak of wins! John Blair will soon be receiving the Golden

Quill Award and, when he does, it will be prominently featured in this magazine! Thanks again to everyone who has made the Brickline a first-class publication!

The 2001 Western meet is taking shape and if you plan to attend, please make reservations. Bricklin International has some great bronze, silver, and gold trophies, so make sure your car is available to be judged on Saturday. In addition, there will be a Bricklinalia table that will have all the latest

offerings from the club, so be prepared to take some trinkets home.

I hope most of you have visited the Bricklin International Web site. It is a great site that gives the visitor a tremendous amount of information on the Bricklin. Get on-line and check it out.

Have a great summer.

West Coast Gullwing Exposition

September 20 ~ 23, 2001

By Ken Montgomery, President,
NCDMC

What: The 2001 DeLorean/
Bricklin Western Exposition

When: September 20 ~ 23, 2001

Where: San Ramon, California

This event is co-sponsored by the Northern California DeLorean Motor Club, Bricklin International, and the California Bricklin Owners. It is the 2001 gathering for the California Bricklin Owners.

Our home base for the event is the San Ramon Marriott. We have arranged for a convention rate of \$74 a night. There will be a welcome reception on Thursday night and we plan to keep a hospitality room available throughout the event. This will give owners a place to meet at any time they wish.

San Ramon, California is approximately 25 miles East of the city of Oakland in the San Francisco Bay Area. The San Ramon Valley has long been considered one of the most desirable areas in the Bay Area because of its scenic beauty, good climate, suburban charm, and proximity to the Bay Area's major business centers.

Friday morning we will caravan from the hotel to the nearby wine country for tours and lunch. Route, prices and details are still

being developed.

Friday night - we will have banquet at the prestigious Blackhawk Auto Museum, an affiliate of the Smithsonian Institute. Admission to the Banquet includes touring the museum and admission to the Smithsonian RMS Titanic Exhibit.

Dramatically displayed in the dining area will be a Bricklin, a DeLorean, and a Tucker. This will be the first time these three cars will be seen together in one lineup. Special guests and speakers for the evening are to be announced. Be sure to dress up for this occasion.

Saturday morning - will be our car show at the Marriott. We will have multiple levels of judging. There will also be technical seminars for both cars, a dealers room, displays, and more.

Saturday night - we'll have our awards banquet at the Marriott with trophies for the Show's award-winning entries. There will be raffle prizes for both banquets.

Sunday - we may do another drive and/or a brunch depending on advance interest.

This combined Bricklin/DeLorean event will familiarize us with the unique qualities of each other's cars and allows us to use our combined numbers to

further the quality of the event.

This will be a great driving event for people on or close to the West Coast, and the Show, combined with the many interesting opportunities this region of California offers, makes this a worthwhile event for those who fly in from around the country.

A printed flier and registration form will be available to Bricklin and DeLorean owners and enthusiasts around the country starting in June. We will use our website at www.ncdmc.org and the popular mailing lists to keep everyone informed of progress on the event. We're working to keep the prices as low as we can by soliciting companies and groups to sponsor the events.

A limited number of rooms are now available at the Marriott (925) 867-9200. Make sure to mention the DeLorean/Bricklin Car Show to get the \$74 convention rate. Please make your hotel reservations ASAP. It would help us out a lot!

You can contact me at:
kenm@csus.edu

ONE MAN'S CONCEPTION OF BRICKLIN OWNERSHIP

By: Roderick Bliss Keeler
VIN #0445
Oakhurst, CA

“But it *is* practical,” I insisted, “it’s made of American parts. Besides, I’ve been waiting my entire life to own an exotic automobile. I’m not getting any younger, you know.”

I was nineteen. My mother looked at me, inconvenienced.

“Come look at it. You’ll really like it.”

S o m e w h a t reluctantly, my mother agreed. I knew I had her now. As mothers go, she was more car-conscious than most.

We drove from her home in Pasadena, down to San Gabriel. I was home from college for this summer of 1981, and, as I was

living under my mother’s roof, I needed her blessing to buy my dream car.

I had been fascinated with Bricklins for years. I remember vividly my first encounter. I came out of a restaurant and there at the curb was a vivid green sports car. I had no idea what it was, but I couldn’t take my eyes off it. As I examined it, I noticed that the doors extended into the roof. Even more exciting was the promise of the exterior rocker switches, with their arrows indicating up and down. A Bricklin.

I knew then I had to have one.

My mother and I approached the seller’s home and there, in front, was the object of my desire, a white 1974 four-speed SV-1. I don’t remember a great deal about the inspection of that car. I know that the owner insisted that he take me for the test drive. I also remember that when he first opened the driver’s door, my mother caught Bricklin fever. She understood then that I



Rod with mom (Jean) and 1st Bricklin in 1981

not only wanted this car, I *needed* it. In a blur, we negotiated a price that was entirely too much. I didn’t care. I was going to own a Bricklin. That was all that mattered.

The seller agreed to put new tires on the car, and so I was to have to wait several days to claim my prize. This period of time was interminable. All I could think about were those wonderful doors. I remember telling a friend that I could not have been more excited if I were getting a new Ferrari.

The day arrived for me to take possession of this beauty. We exchanged a cashier’s check for title and keys and said our goodbyes, the seller now doomed to a life of automotive mediocrity. He had no idea what he was giving up. Thank goodness he hadn’t changed his mind at the last minute and refused to close the deal.

I walked over to *my* Bricklin and pressed the rocker. The door opened

and I settled in. I reached to my right and found the custom center console and the toggle switch that controlled the driver’s door. Down it went. The AMC 360 fired instantly, and I drove off in complete bliss despite the 90 pounds of effort it took to engage the clutch.

Those miles were probably the best I

have ever spent in a car. I was driving my dream. I had actually been able to acquire one of these rare beauties. Why in the world wasn’t everyone clamoring for such a magnificent automobile?

Then I got home.

I again reached to my right and found the toggle for the driver’s door. I lifted it up, and heard a distinct snap as it broke off in my hand. I was now trapped in the car I loved. Thinking creatively is an important skill for the Bricklin

BRICKLIN OWNERSHIP - CONT'D

owner. I acquired it quickly. I rolled down the window and, with some contorted effort, was able to actuate the exterior rocker. Of course, it nearly took my arm off as it pulled my hand away from the switch. Pulling my arm back in, I was now able to wiggle it through the gap in the doorjamb and again actuate the rocker.

“Okay, no problem,” I thought, “I can fix it.” It was a good thing I lived in the twentieth century with such modern miracles as super glue. A little dab, then leave it over night, problem solved. Until I tried to use the rocker, at which point, it broke again. I now had to find an appropriate replacement switch. I thought this would be a simple matter of visiting the local Radio Shack. Unfortunately, this was a six-prong toggle and was relatively rare. A great deal of searching led to a small electronics shop and a replacement switch.

Then my dash lights went out. Beyond checking the fuse, I didn't know what to do or who to call. I figured that, because so much of the car was AMC, the local AMC dealer would be glad to help. I drove into the AMC service center where a service writer looked up and began waving his arms and pointing toward the street.

“Get this thing out of here.”

“But I just wanted to ask...”

“Get this thing out of here. We won't touch it.”

So much for the AMC connection. At this point, my friend Bob offered to help out. I had to work

at my summer job at the Cadillac dealer during the day so I was really limited in how much I could do on the Bricklin. Bob offered to take it around to see if he could get it fixed. Bob drove that car all around the San Gabriel Valley with no luck. It almost proved even more disastrous when he returned to his own car and, after having dealt with a 90 pound clutch all day, almost put the clutch of his Honda Accord through the floor.



Rod with his DeLorean in 1986

Undaunted, I continued to view myself as the ideal Bricklin owner. This was all to change. I suppose I realized that my affair with the SV-1 was to be brief when I first attempted to wash it. Water poured into the interior. The upside to this was that it explained the mildew smell. I had bought this car as daily transportation and as a way to improve my college social life. At the latter, the Bricklin would be second to none; at the former, it left much to be desired. I had transformed, in a period of 45 days, from eager Bricklin buyer to even more eager Bricklin seller. The ad went into the *Los Angeles Times*. I knew I was doing the right thing, but I kept looking at that incredible shape. I wondered if there was a way to make this work.

Bricklin ads generate interesting calls. My favorite was from the guy who had no intention of buying but was just curious about what the heck kind of car it was. I did have a man offer a trade for a 1930s Bentley. Now there would have been the ultimate in practical automobiles for a junior in college. I told him no, of course, but not without a lot of thought. Finally a man from Claremont called and offered to trade a late model Olds 98 for the SV-1. I was eager but not desperate. I'd push the Bricklin to school before I'd drive some stodgy American sedan. Fortunately, this gentleman also had money. He bought the car sight unseen and asked me to deliver it to him in Claremont. I agreed.

Depressed, I drove the Bricklin out I-10 to its new owner. I arrived, and he was waiting. I lifted the toggle that lifted the driver's door and I saw the look, the look I had had a month and a half earlier. We exchanged a cashier's check for keys and a title, and I watched him drive it away. I was destined for a life of automotive mediocrity.

The story, however, does not end on that street in Claremont in 1981. There is a sequel to this Bricklin saga, one that took almost 20 years to come to fruition. This is the story of reclaiming the lost prize of youth or at least a car I thought was really cool. After graduating from college, I entered the business world and bought many interesting cars. Porsches and Jaguars were tried, but I liked unusual. I had a Lotus Esprit for a while, as well as a couple of Maserati Bi-turbos. I still had the Bricklin bug. In 1986, I found what I

BRICKLIN OWNERSHIP - CONT'D

thought would be the cure for my automotive ailment, a DeLorean.

I must say that I found the DeLorean to be a great car. It was comfortable and nice to drive. It never left me stranded and was always perfectly reliable. Except this one time. I took a young lady out for dinner and a movie. When we left the theater, we walked to the car. For the first time, the driver's door jammed closed. I tried for several minutes before I decided to swallow my pride and climb over the center console (no small feat in a DeLo) from the passenger side. Situated now, I turned the key. Normally the V-6 caught instantly. Not this time. I cranked it again and again. Talk began to turn to tow trucks, not especially good on a first date. I tried one more time and it reluctantly sputtered to life. It refused to idle with my foot off the throttle. When we finally arrived at my date's home, she insisted I not stop the car. She disappeared as I was trying again in vain to open my door. I never saw her again.

I put the car in gear and moved up the street. Suddenly, everything was running normally. I reached a stop sign and the car idled perfectly. When I finally got home, my door opened just as it was supposed to. None of these problems *ever* returned. Jealousy? Perhaps. Having read *Christine*, I sold the car.

As the years went by, many changes occurred. My mother died in 1990. I was married in 1991. I changed careers and left Los Angeles to live in the mountains

just south of Yosemite. Through all of these years, I maintained my interest in Bricklins. Whenever they were mentioned in articles, even in passing, I took special notice. I began thinking that I would like to own another SV-1 in 1998. I started researching, but, in 1999, my daughter was born. As my wife wanted to be a stay-at-home mom, I figured my prospects



Rod, #0445 and 2 year old daughter
Elise

of buying a completely impractical ("But it *is* practical.") car were through. Still, my fascination continued. I searched the on-line classifieds. I hung out on the Bricklin International website. I even printed out John Blair's parts cross-reference and read it like a book. All these parts you could get from Napa or the junkyard. Let's see any other exotic that was this practical. I *loved* this stuff.

As 2000 rolled around, discussions began about a second child. I, of course, suggested that another car might be just as good as another child. This received the expected reaction. My wife is a wonderful lady however. She did admit that she loved it when I had a project car a few years back (1974 Jensen Interceptor). Negotiations in earnest began.

In September I recall vividly saying, "When there's a Bricklin in the garage, we can have another baby." I was kidding of course, but my wife latched on to these words. In October, a member of the Bricklin list from Southern California posted that he was selling his car. I emailed him and he sent pictures of his white 1974 SV-1. It seemed like *deja vu*, though this was an automatic (seeming much more desirable as I approach 40). I showed these photos to my wife who then saw a golden opportunity. She phoned the seller, quizzed him for information, and then negotiated to purchase the car. For my birthday, which was only a few days later, she wrapped the owner's manual and a half dozen pictures of the car. I was speechless.

The only problem now was getting the car from L.A. to our central California home. We decided to meet in Valencia, and I would drive the car home (about 200 miles) from there. It took a month to find a weekend that we were both free. The wait was unbearable. I was going to drive a Brick for the first time since I was 19.

On my birthday, my wife drove me to the Amtrak station, and I was off on my adventure. My father-in-law met me in Bakersfield and drove me to our meeting place in Valencia. We arrived at precisely the same time. I took this to be a good omen. I looked over the car and was thrilled. I quickly handed over the money and grabbed the title before the seller could change his mind. We shook hands and he

Continued on page 11

Safety Matters

(Ed. Just recently I came across a couple of very interesting items concerning safety and personal responsibility. Since it's been a while since we've done a major safety article (July 1999), I decided to put several items together to again remind us to be very safety conscious.

Unfortunately the original author has been lost in the retransmission of this item from various lists.)

Aluminum Dust Explosive Danger

I'm sending you the following details of an incident that happened to me while using a 1" belt grinder. I feel it might be applicable for publication in the newsletter as a warning for others. Although I was using a commercial model (Delta model 31-050), I feel it is just as applicable to any type grinder, commercial or home made.

On 25 January, I was using the grinder to smooth the edge of a hacksaw cut on a 2" length of 1.5" angle iron. I had been grinding for about 1.5 to 2 minutes when there was a loud "THUMP" accompanied by an approximately 2-foot diameter brilliant yellow-orange fireball. The fireball lasted no more than 1/2 second and then completely extinguished itself. It completely enveloped the machine and my hands to half way up my forearms and to the top of my stomach.

As soon as it went out, it was obvious that I had suffered some serious burns to my hands. Besides

large white areas on the heel of each thumb and the palm of my left hand, the skin was hanging from the heel of both hands, from my little finger to my wrist, and from the finger joint of my left hand.

Also the right cuff of my shirt was smoldering, my face felt burnt, and I could hear the front of my hair sizzling. Nothing on the bench was burning.

The only evidence was a few streaks of white powder on the bench top and on a few items lying on the bench. The workshop was filled with dense white smoke with very little odor. My fingers and the ends of my thumbs escaped relatively unscathed as they were resting on the machine's table and were protected from the heat flash by it. Besides the burns to my hands, neck, chin, cheeks, lips, the end of my nose suffered first-degree burns and have recovered after peeling as if a bad sunburn. I was wearing glasses and these protected my eyes, which appear to not have been damaged. I also lost half my moustache, 3/4 of my eyebrows, and about 1" off the front of my hair. My eyelashes were curled by the heat but not singed. The burns to my face were caused solely by radiant heat, as the fireball did not come that high.

Initially I could not understand how I could have suffered such severe burns from such a brief exposure to the heat. Later that evening after some thinking and questioning of my son (who also uses my workshop), it became clear what had happened. A few days earlier he had ground the heads off about twelve 1/8"

aluminum poprivets. Finely divided aluminum mixed with finely divided ferrous oxide (the black powder residue from grinding steel) produce a compound called "THERMITE". Thermite is used to fill incendiary bombs and commercially to weld large steel items (e.g. railway rails) into continuous lengths. It burns at approximately 3500 deg. C (6300 deg. F), hence the extensive burns from such a short exposure time.

The end result was, excluding my fingers, I suffered deep second-degree burns to about 60% of my left hand and 50% of my right hand.

Interestingly there is no warning of this possible occurrence in the safety section of the manufacturer's owner's manual. As a result I have sent a copy of the contents of this letter complete with pictures of my hands to Delta Machinery. Their reply should be interesting! In light of my experience, I feel there should be a very STRONG warning passed on to the readership as to the dangers posed by grinding steel after having ground aluminum, unless the machine is thoroughly cleaned of all aluminum dust. The potential is certainly there for even more serious injury. Due to the potential seriousness of this incident, I have also sent a copy of this letter's contents to the editors of ME, MEW and EIM in order to maximize the dissemination of this information.

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(Ed. After reading this article I went looking for information about Thermite on the WEB. I found several experiments on how

to make it. Now pay close attention. Basically it is 3 parts ferrous oxide to 1 part aluminum powder.

I have a problem with the last paragraph in which the author felt it was the manufacturer's responsibility to tell him that this would happen, so I responded with the following:)

From: "John T. Blair"

Subject: Re: Personal responsibility (was Re: warning - explosive metal dust)

It is almost impossible for the manufacturer to list all the possible combinations of materials that could cause problems. So it is unrealistic to list them in the user's manual.

I also think this type of info should be shared on this list!

Having had both high school and college chemistry sooooo long ago, and not making any explosive mixtures, I, for one, am grateful for this knowledge. It shows the importance of keeping your grinding area clean. (Which I must confess - I don't.)

Unfortunately, many lessons from high school and college classes we should have learned went unsaid. Like why we cleaned up after using a tool. I always thought it was to prepare for the next class.

So, while I feel this information should be shared (and I am thankful that someone did share it, and I hope the original author fully recovers from his ordeal), in my humble opinion (IMHO), we can't

hold all manufacturers responsible for all uses of their products. This idea that the individual has no responsibility for his actions, is going to kill manufacturing in this country. (We no longer make small private aircraft in this country because of this.) On the British cars list, there has been discussions of parts vendors not selling parts in the US because of the extended liability from legal action.

We tend to forget just how dangerous our hobby is. There are gasoline and other solvents that are quite flammable (explosive under the right conditions). Getting caught in any of the moving parts of a car or machine can easily lead to the loss of some body parts. Having a car fall on you because you didn't put jackstands under it, or the cinder blocks collapsed (Don't ever put a car on cinder blocks!!!!!!) is usually fatal. The list goes on and on. We are here to help each other learn from our hopefully near misses to safely enjoy our hobby.

For example, I've always worn glasses. So from the time I was a teenager, I've been very lax with eye safety. When spray painting or grinding, I never wore a face mask, never wore leather gloves, nor hearing protection. Now at age 52, some of life's lessons have changed all that. Spending a day in the doctor's office with dye in my eyes to get out the metal filings that flew behind my glasses has started me wearing a face mask in addition to my glasses when grinding. On more than one occasion, having had a lot of skin torn off my hands by a knotted wire wheel on a

10,000 rpm grinder, has finally taught me to never pick up the grinder without leather gloves on. (I'm a slow learner.) I now wear a face mask anytime I'm grinding, sanding, or even cleaning rusty parts with a wire wheel. And I now wear Micky Mouse ears when working with any noisy tools for more than a few seconds.

We need to get off the manufacturer's backs, and accept responsibility for our actions. This is a dangerous hobby! If you think this is too dangerous, then find another one. I for one, want to be able to buy products made in this country (the USA), I want our people to have jobs, and I want to be able to get parts for my projects - regardless of where an item is made.

7

Anti-Freeze toxicity

By: Paul Mele, MD, MS, MPH
Fellow of the American Academy of
Emergency Medicine
Diplomate of the American Board
of Emergency Medicine
MelePaul@bigfoot.com

Yes, folks, that's right...the actual lethal dose for Ethylene glycol is 2cc / kg of body weight for animals and people:

1 teaspoon is 5 cc

1 tablespoon is 15 cc.

2 tablespoons is 30 cc is 1 ounce.

1 kg is 2.2 pounds, so....

22 pound dog (or cat[!], or child) weighs 10 kg;

So the lethal dose is 2cc/kg * 10 kg = 20cc lethal dose. 20 cc is 4

teaspoons, or 1 and 1/3 tablespoons of 100% antifreeze. Of course, we're all running 33% to 50% dilutions, so multiply above by 3 or 2. Now, go measure out 2 ounces of some colored liquid and pour it on your driveway and see how little it is.

I don't know all the details about the toxicity of propylene glycol (the ingredient in the new antifreeze), but the MSDS (Material Safety and Data Sheet) notes an LD50 (the Lethal Dose for 50% of rats as 20 g/kg with a specific gravity of 1.04, that's just about 19.1cc/kg. Still roughly 10 times less toxic (you'd need to drink 10 times more for the same effect). I don't have any experience with the propylene glycol personally, but will post if I find out more.

8

For all you budding chemists, consider these other numbers. Toxic dose of:
methyl alcohol: 1cc/kg
ethylene glycol: 2cc/kg
isopropyl alcohol ("rubbing"): 1-3 cc/kg

All pretty toxic stuff. Common booze contains ethyl alcohol...a close cousin to all of the above...anyone want a beer?

I welcome any related questions, though won't promise a timely reply!

Hydraulic Jacks/Rams Problems

By: Stuart MacMillan
Seattle, WA

Help! The hydraulic ram on my engine hoist randomly releases, causing the engine to drop fairly rapidly. You can pump it back up, but it just doesn't seem to hold for more than a few minutes. The operating valve is tight, and I can't see any damage to it, but perhaps the seat has been deformed. It does not appear to have leaked any oil. This is a definite safety hazard.

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From: Erik Quackenbush
<erik@midwestfilter.com>

This happened to a Sears floor jack I used to own. I could pump it up but when it reached a certain point it would sink to the ground as if I had opened the valve completely. It was fortunate I was using jack stands when the problem first presented itself, since I was underneath a 3500 pound sedan at the time. They mean it when they say "don't ever get underneath a vehicle supported solely by a jack".
Erik

Using Ramps



Available at most auto parts stores.

It can be dramatic! On my hemi, which is very heavy in the front, I tried to drive it up the ramps and it sent one of the ramps shooting out



the front. Lucky no one was in front of the car. So I thought I'd share a neat item I found. You can get ramp extenders or helpers to help ease the start up the ramp. I think these are available at most auto parts stores.

Welding (A Sad Story)

This past Friday here in Stafford County, Virginia, a retired welder with 60 years experience, was doing some work for a neighbor. Some of the sparks caught his clothes on fire and he burned to death in his backyard, only 85 years old and 50 yards from the fire/rescue squad. They responded in less than 3 minutes. This man had 60 years on the job, so be careful all of "US" hobbyists. Safety should always be a big concern.

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Welding ~ Prepare For The Worst

When welding, always prepare for the worst. Always assume that there will be a fire and have your supplies ready. Sure it's a pain to

Continued on page 11

Malcolm - What's He Up To Now?

(The following news item was submitted by Stuart Zukrow VIN #0824.)

Thursday April 12, 9:30 am Eastern Time Press Release TechSys, Inc. to Merge Company to Pursue Fuel Cell Technologies LIVINGSTON, N.J. (BUSINESS WIRE)—April 12, 2001—TechSys, Inc. (NASDAQ TKSS - news) announced today that it has signed a definitive business agreement to merge with Fuel Cell Companies, Inc. (FCCI), a company focused on developing and advancing the use of clean energy producing products employing fuel cells.

FCCI is a management and marketing company focused on identifying and accelerating the commercialization of proprietary power producing products utilizing various, unique fuel cell technologies.

“We’re very excited about the merger with FCCI. Their majority owned technology companies and strategic relationships with world renowned institutions, like the Jet Propulsion Laboratory (JPL), the original inventors of Direct Methanol Fuel Cell (DMFC) technology, positions TKSS in the forefront of the micro Direct Methanol Fuel Cell industry,” said Steven Trenk, President of TechSys, Inc.

Malcolm Bricklin, Chief Executive Officer of FCCI also stated, “We have spent years putting in place the right strategic relationships and assembling the senior management team to bring the future hopes of fuel cell technology into current, marketable and cost effective

products. Through our relationship with the California Institute of Technology (Caltech) and JPL, in the US, as well as Adelan, Ltd. in the UK, we have licensed and are developing unique, proprietary fuel cell technologies with world class scientists and engineers and are now ready to present ourselves to the public markets.” Malcolm Bricklin is known throughout the world as one of the automobile industry’s leading entrepreneurs. He was the founder of Subaru of America, Inc. an importer of Subaru automobiles from Japan; he also created the Bricklin SV Sports Car, which was the first of its kind utilizing acrylic and fiberglass panels and a chassis capable of withstanding a high velocity impact without deformation.

FCCI holds a majority interest in Micro Fuel Cell Systems, Inc. (MFCS), a company enrolled in the Technology Affiliates Program with Caltech, and JPL, a federally funded research and development facility managed by Caltech for the National Aeronautics and Space Administration (NASA). As a result of the affiliate relationships with JPL and Caltech, MFCS holds exclusive rights to all exploitation of the micro DMFC technologies that are currently patent pending to JPL and Caltech. To date, JPL and Caltech have filed the first of what is expected to be up to 10 patents for micro DMFC related technologies and processes. Micro DMFCs produce electricity from the simple components of methanol, water and air. The DMFC converts over 1/3 of the energy in methanol into an electric current, and will be used to power portable electronic devices such as cell

phones, PDAs, laptops, and other small communication devices.

FCCI also holds a majority interest in SOFC Energy, Inc. (SOFC Energy), a company strategically partnered with Adelan, Ltd., (Adelan) located in Birmingham, England. SOFC Energy is a Solid Oxide Fuel Cell commercialization company developing proprietary systems and products related to the portable, automotive, and residential sectors utilizing Adelan’s Solid Oxide Fuel Cell technology. As a result of the strategic relationship with Adelan, SOFC Energy holds worldwide exclusive rights to all exploitation of Adelan’s Solid Oxide Fuel Cell technologies related to Adelan’s SOFC fuel processing and its patents pending. Commercialization applications where SOFCs will find dominant and competitive positions include distributed power generation for the home, portable power systems and auxiliary power units for trucks, automobiles and recreational vehicles.

“We are delighted about the merger of FCCI into TechSys, and the opportunity to be associated with its experienced, senior executive staff to transition and manage our entity into the public sector,” said Richard Janowski, FCCI’s Chief Operating Officer.

The Merger Agreement contemplates an all stock merger pursuant to which FCCI will become a wholly owned subsidiary of TechSys. The current shareholders of TechSys will hold less than a majority of outstanding shares

Continued on page 11

Humor ~ cont'd from
page 11

Haynes: Using a suitable drift...
Translation: The biggest nail in
your tool box isn't a suitable drift!

Haynes: Everyday toolkit
Translation: Ensure you have an
RAC Card & Mobile Phone

Haynes: Apply moderate heat...
Translation: Placing your mouth
near it and huffing isn't moderate
heat.

Haynes: Index
Translation: List of all the things
in the book bar the thing you
want to do!

For Added Haynes Fun:
Go to the first section, Safety First,
and read the bit about
Hydrofluoric Acid - do you
really want the advice of a book
that uses this form of
understatement????!!?

Now look at the lovely colour
section on body repairs - as you
look at these two pages say to
yourself over and over until it
sinks in "mine will never look
like that..."

Flick to the end and look at the
colour spark plug pictures, how
do these compare to the spark
plugs in your MX5? If you cannot
locate the spark plugs in your
MX5, see the final translation
above!

NB: Haynes Manuals are
(c)opyright of a very disturbed
sadist

Ownerhsip ~ cont'd from
page 5

left, destined for a life of
automotive mediocrity.

I started the car for the drive home.
Immediately the lights popped up
just as they had always done on my
previous Bricklin. Rather than being
irritated, I was nostalgic. It was
like renewing an old acquaintance.
I closed the door. I had forgotten
that the windowsill was just about
at ear level. I loved it. I dropped it
into drive and eased it into traffic.
I sat at a red light to make the turn
onto the northbound I-5. Just as
they had 20 years earlier, people
looked and pointed. The Bricklin
had certainly maintained its ability
to turn heads.

My drive home was as pleasant a
trip as I had ever taken in an
automobile. The car behaved
perfectly. As I pulled into my
driveway, I got an overwhelming
sense that all was right with the
world; I again owned a Bricklin.

There really is no punch line to this
story. I did not find any horrible
secret problems with the car. The
dome lights don't work (they didn't
in my last one either). It just needs
some cleaning up and pampering.
I started thinking that the plenum
really needed to be repainted. So
off came the fenders. The door
jambs were looking a little shabby,
so they have become part of the
project along with much of the
engine compartment. The car
needs carpet, which will be the
next thing. I'll probably pull the
dash, not that I really need to. It's
just part of the fun.

As for my end of the bargain, I'll
just say that I'm working on it. Like
any Bricklin project, it always
seems to take longer than expected.

Safety ~ cont'd from
page 9

get them all out, but better to
prepare now than to run around
with your clothes on fire.

Supplies mean heavy gloves, long
sleeve shirt, leather apron with
chaps, etc. It's tempting to just
strike a spark and go at times for
that quick weld, but it's just not
worth it. A welding blanket is also
nice to have as it keeps the splatter
from arc welding from setting other
things on fire. The ideal shop has an
area set aside for welding with
firebricks in place and lots of fire
extinguishers and sand.

*(Ed. I must confess, I need to pay
more attention to this!)*

Malcolm ~ cont'd from
page 10

after consummation of the merger.
The transaction is subject to
shareholder approval and certain
covenants and conditions.

This press release contains forward
looking statements which involve
numerous risks and uncertainties.
The Company's actual results could
differ materially from those
anticipated in such forward looking
statements as a result of certain
factors, including the risk factors
set forth in the Company's
registration statement (No. 333-
47756) filed with the Securities
and Exchange Commission on
October 11, 2000.

Contact:
TechSys, Inc., Livingston Steven L.
Trenk, 973/422-1666 ext. 130

My Horn Doesn't work

By: John T. Blair VIN #887
Va. Beach, VA

There has been a rash of problems lately with horns not working and I decided to write an article on repairing this part of the car. The schematic diagram (an excerpt from the wiring diagrams that I've drawn up) shows the horn circuit. Simply, the 2 horns are in parallel with each other. One side of the horns is grounded; the

horn button, the horns don't honk. How do you troubleshoot the circuit? To start to find the problem, you will need some jumper wires (go to Radio Shack and purchase their sets of alligator clip leads) and a multimeter. I will refer to the alligator clip leads as clip leads throughout the rest of this article.

First, find the horn relay located on the passenger side fender well under

brown (dark green) wire to the horns should be the closest to the fender well. The control wire (the one that goes to the horn button) is a black wire and is farthest from the fender well. The red wire is the 12 volt supply wire, and is below these other 2 wires.

Then you have to find the horns. They are located on the front of the driver's side fender well, above the front air scoop.

TESTING

Before I start describing the methods for checking the various parts of the circuit, let me state that some of the tests are redundant. There are several ways of testing the various parts of the circuit, so use whichever of the steps that you feel comfortable with.

Quick Test

To quickly get an idea of where the problem might be, connect one end of a clip lead to a good ground near the horn relay. Carefully touch the other end to the trigger connection on the horn relay. This is the top, outboard terminal on the relay. The horns should honk, and if you aren't Superman with nerves of steel, you will probably jump, as you scared the crap out of yourself.

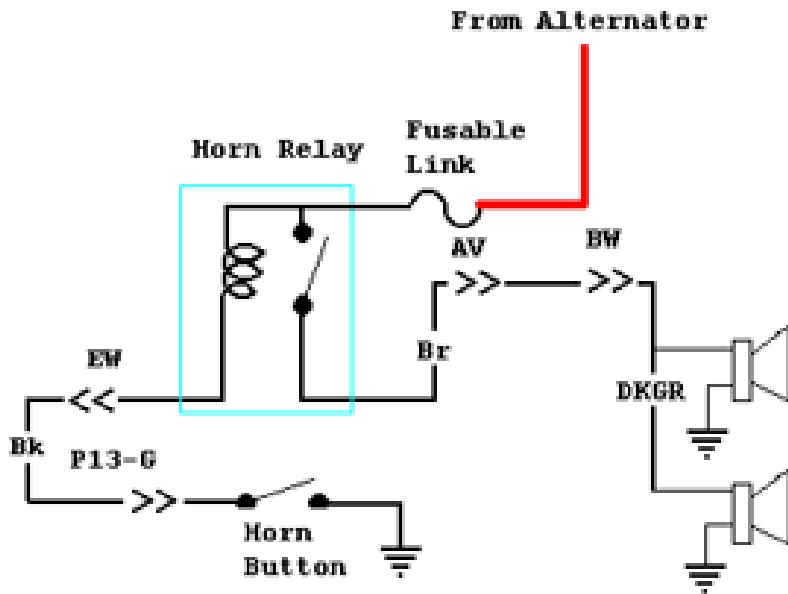
If the horns honked, the power lead, horn relay, horns and their grounds are fine. The problem is in the ground wire circuit going to the horn button.

If the horns didn't honk then the problem is either in the power supply, the horns, or the horn relay. So we'll have to do some more troubleshooting.

Power Supply Testing

Set the multimeter to the 12 volts DC or higher setting. Connect one end of

12



other side runs to the horn relay via a dark green wire, which becomes a brown wire. The other contact, on the relay, is the power from the battery and is hot all the time. The third contact, on the relay, is the control (or trigger, or exciter) wire. It is connected to the horn button and is hot all the time. When the horn button is pressed, it grounds the coil in relay, which causes an electromagnetic field to be generated which closes the contacts in the relay, thus supplying 12V to the horns, and the horns should sound.

Suppose that when you press the

the windshield washer bottle. It might be easier to work on the relay if you remove the washer bottle. The



Horn relay, below washer bottle

connector on the relay has 3 wires. Looking down from the top, the

a clip lead to the negative lead from the multimeter. Connect the other end of the clip lead to a good ground. Connect the positive lead from the meter to the red wire at the relay. It should read 12 volts. If not, the fusible link is blown and will need to be replaced. The fusible link is connected to the red wire that attaches to the horn relay connector. If you follow this red wire back about 4", there should be a large (1/2" dia.) black plastic "thing" on the wire. This is some sort of connector to join the fusible link and the wire to the horn relay.

Relay Coil Testing

With the negative meter lead still connected to the ground via the clip lead, connect the positive lead from the meter to the black wire. It should read 12 volts. If not, the coil in the relay is burned into and the relay will need to be replaced.

Horn Testing

Test the horns by disconnecting the connector from the relay. Take a paper clip and unwind it so it is straight, and cut it in half. Insert 1 piece of the paper clip into the connector at the red wire. Insert the other piece of the paper clip into the connector at the brown wire (which is the wire closest to the fender well on the top row of connectors). Be careful that the 2 pieces of the paper clip do not touch. It really won't hurt, but you'd like to be in control. Connect one end of a clip lead to the paper clip at the brown wire. Touch the other end of the clip lead to the other piece of the paper clip. If the horns honk, then you know the horns work. If not, then the problem is either in the horns themselves or their grounds. Find the ground wire that is connected to the fender well by the

horns. Clean the connector at the end of wire and clean the metal on the fender well by sanding it until the metal is bright and shiny.

Checking the Horns and Wiring

Disconnect the negative lead from the battery before making this test.

Set the multimeter to the lowest resistance setting. (The negative lead from the meter is still connected to one end of the alligator clip, and the other end of the clip is still connected to a ground). Touch the positive lead, from the meter, to the brown wire. The meter should show 0 ohms indicating a short or completed circuit from the relay, through the brown to dark green wire, through the horns and to ground.

To test the horns, start by disconnecting the wires to the horns, then remove the horns from the fender well. Each horn will be tested separately. Connect two clip leads, one to each of the electrical connectors on the horn. Go back to the battery box, and connect the free end of one of the clip leads to the negative battery terminal. Touch the free end of the other clip lead to the positive battery terminal. The horn should honk. If it does, then the problem is either a bad (dirty) ground, broken ground wire, or a bad feed wire (the brown - dark green wire).

If a horn did not honk, then you have a bad horn and need to replace it.

Testing the Horn Button

Be sure the negative lead at the battery is disconnected. Disconnect the connector from the horn relay. Connect one end of an ohm meter to the black (trigger) wire and the other end to a good ground. Press the horn

- does the meter go to 0 ohms? If yes, then the horn button is working.

If not, the chances are that there is a bad connection in the steering column. Trying to troubleshoot this part is the hardest part and will require some additional tools.

If the horn button checks good but the horns won't honk, you either have



Bottom of the horn button

a bad horn relay, bad horns, or a bad ground at the horns. See the appropriate section above.

Horn Button

Using something like a putty knife, carefully pry the horn button from the steering wheel. The operation of the horn button can be tested using the multimeter on the lowest ohms setting. (Again, I'd remove the connector from the negative battery terminal.) Connect the negative lead from the meter to a clip lead. Connect the other end of the clip lead to a good ground. Touch the positive lead from the meter to the tab the wire coming from the steering wheel hub connects to. Press the horn button. The meter should read 0 ohms. If not, you have a bad horn button, and it will have to be replaced or disassembled and cleaned.

Now to the hard part. If the problem

is between the horn relay and the horn button, you will have to partially tear down the steering column. The reason that the steering column has to be torn down is because the steering wheel turns a couple of turns. There are 2 spring loaded pins and 2 slip rings that allow the electricity to be transferred from the fixed part of the steering column to the rotatable horn button.



Using a puller to remove the hub adapter

shaft. The steering wheel must be tightly attached to the hub and you must be very careful not to bend or warp the wheel when pulling it. One trick that Kim Marlia suggests is to tighten up on the puller and rap on the central bolt of the puller to pop the assembly loose (Kim took many of the pictures included in this article). Once the hub is loose on the shaft, you will have to remove the nut to get the hub off of the shaft.

When the steering wheel and hub are removed, you will see the top of the turn signal canceling cam. This is the plastic chimney coming through the antitheft locking plate (this is what locks the steering wheel when you



Tool for compressing spring to remove locking plate C clip

remove the key). To get to the slip ring and spring loaded connector from the turn signal, you will have to remove the spring clip that holds the locking plate in place. However, there is a very strong spring under the canceling cam that is pressing the locking plate to the spring clip. You will need a special tool (steering locking plate removal tool) to compress the spring by pressing down on the locking plate. Once the pressure is off the spring clip, carefully pry the clip out of its groove and up and off the shaft. If you have a tiny pair of needle-nose pliers, you can use them to spread the spring clip

far enough to get under it with a screwdriver. As you release the tension on the locking plate, the spring will extend and release its energy. Now the locking plate and canceling cam can be removed.

You will now be able to see the pin that connects the wire from the trigger or control side of the horn relay to the slip ring on the back of the canceling cam. You should be able to measure the resistance from this pin to the connector at the horn relay and it should be 0 ohms. (Notes: 1. Be sure to remove the positive battery terminal before making the resistance test. 2. You may need to connect several clip leads to one of the leads from the multimeter to make it reach the horn relay connector.)

If the resistance is NOT 0 ohms, then you will need to disconnect the flat connector on the steering column. The black, horn ground wire comes out on pin G - the 4th pin from one end of the connector. You can measure the resistance from the pin in the turn signal to pin G of the connector. If it is 0 ohms, then there is a problem with the wire from the connector to the horn relay. This wire goes through



Bottom of the canceling cam

the firewall penetration on pin EW. A little hint here, if this is where the problem lies, it will be a lot easier to run a new wire than trying to find the problem in the old one. Cut the wire



Canceling cam and locking plate

nut and back it off until it is flush with the end of the shaft. You will need a three-jawed gear puller to remove the splined hub from the steering column

Quick Tip Suspension Bushings

a couple of inches away from the connector at the steering column, and solder a new wire to the connector. Then run the free end of this new wire through a hole in the firewall and cut the wire at the horn relay and solder this new wire to the horn relay connector wire.

If the wire from the connector on the



Horn connector at about 2:30
Steering col. locking pin 11:00

steering column to the horn relay is OK, but it's still not working, then you will need to clean and check the pin from the turn signal and the slip ring on the canceling cam. Hopefully this will fix your problem.

The last 2 possible places for problems are the piece of metal the pin in the canceling cam sits on and the slip ring in the hub adapter. The connection from the slip ring on the



Slip ring in hub

canceling cam to the pin on the other side of the cam can be tested with

your multimeter. Set it to the lowest resistance scale. Touch one lead from the meter to the ring on the bottom of the canceling cam and touch the other meter lead to the pin in the chimney. It should read 0 ohms. If not, you can remove the pin and clean it and try again, or replace the parts.

The slip ring in the hub adapter on my car was broken. I tried to find another one, but could not, and I tried to repair it. I finally replaced the pin in the chimney with a "top hat" and a wire. I connected the wire to the horn button and it works fine.



Replacement for pin and hub
slip ring

While the steering column is apart, it is a good idea to WD40 the steering wheel locking pawl. Just squirt some on it and work the key off and on.

Reassembly

Everything goes back together in the opposite order of removal. Make sure that you torque the steering wheel nut to 20ft-lbs as it is important that the wheel not come free.

To: Terry Tanner
From: John T. Blair
Subject: Poly Bushings

Is this true?

Sometimes the cause of premature deterioration of suspension bushings come from tightening up the pivot points or attachments while the vehicle is on jacks and the suspension is "hanging". You will extend the life of any bushing if you don't tighten things until after the car is back on the ground and sitting "normally". Otherwise bushings will be at or near their full twist when the car is at rest.

I don't ever remember being told NOT to tighten up a suspension until it was on the ground.

John

From: Tarry Tanner
Subject: Re: poly bushings

John: Yes this is true, if the suspension bushings are in other than ride height, they will be loaded when the springs or control arms are compressed. This is one of the problems with the original torque arms on the rear. The plant would not tighten at ride height and the bushing would be damaged on the car hauling trucks. But nobody pays any attention, we did not secure the suspension at the assembly plants at Ford or any other plants that I have been to. It is a good idea to secure at ride height but damn hard to do.
Terry

A Little Humor

Liar

A police officer pulls a guy over for speeding and has the following exchange:

Officer: May I see your driver's license?

Driver: I don't have one. I had it suspended when I got my 5th DUI.

Officer: May I see the owner's card for this vehicle?

Driver: It's not my car. I stole it.

Officer: The car is stolen?

Driver: That's right. But come to think of it, I think I saw the owner's card in the glove box when I was putting my gun in there.

Officer: There's a gun in the glove box?

Driver: Yes sir. That's where I put it after I shot and killed the woman who owns this car and stuffed her in the trunk.

Officer: There's a BODY in the TRUNK?!?!?

Driver: Yes, sir.

Hearing this, the officer immediately called his captain. The car was quickly surrounded by police, and the captain approached the driver to handle the tense situation:

Captain: Sir, can I see your license?

Driver: Sure. Here it is.

It was valid.

Captain: Who's car is this?

Driver: It's mine, officer. Here's the owner's card.

The driver owned the car.

Captain: Could you slowly open your glove box so I can see if there's a gun in it?

Driver: Yes, sir, but there's no gun in it.

Sure enough, there was nothing in the glove box.

Captain: Would you mind opening your trunk? I was told you said there's a body in it.

Diver: No problem.

Trunk is opened; no body.

Captain: I don't understand it. The officer who stopped you said you told him you didn't have a license, stole the car, had a gun in the glove-box, and that there was a dead body in the trunk.

Driver: Yeah, I'll bet the lying s.o.b. told you I was speeding, too.

Top Ten Rejected Slogans for Firestone Tires

10. "Safer than a Russian sub."

9. "The perfect gift for your mother-in-law."

8. "Because there's a lot riding on your lawsuit."

7. "Better than driving around on your axles, right?"

6. "Pop a set on your car today."

5. "C'mon, did you really expect good tires on a new Ford?"

4. "Reinforcing the importance of the speed limit."

3. "Hey, it's not like we crashed our blimp or something."

2. "Best Blow Job In Town"

1. "You can't recall a better tire."

Fire Trucks

A fire fighter is cleaning the truck outside the station when he notices the little boy next door with a little red wagon with little ladders hung on the side. The boy is wearing a fire fighter's helmet and has the wagon tied to a dog and a cat.

The fire fighter says, "Hey little partner, what are you doing?"

The little boy says, "I'm pretending to be a fireman, and this is my fire truck."

The fire fighter walks over to take a closer look. "That's sure a nice fire truck," he says with admiration. He looks closer and notices the boy has tied the wagon to the dog's collar, and to the cat's testicles. "Little partner," the fire fighter says, "I don't want to tell you how to rig your fire truck, but if you were to tie that rope around the cat's collar, I think you could go faster."

The boy says, "You're probably right mister, but then I wouldn't have a siren."

What they're up to?

Steering Troubles

From: David Ebel VIN #0841
Tempe, AZ

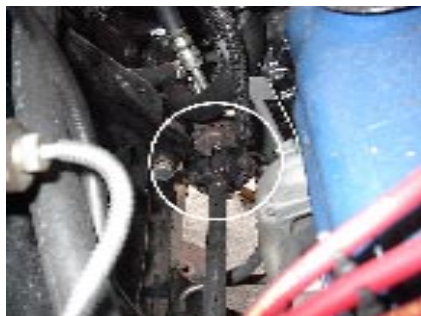
Okay - got the Brick in for repairs and maintenance. I was looking at the car's underside, when I noticed something quite disturbing. At the point where the steering column meets the gear box, there is a rubber joint - that is supposed to decrease vibrations to the steering wheel. Well, mine is completely chewed apart, and when the wheel is turned, it does not make contact with the other side of the column until a couple of metal pieces hit up (about a fourth of a turn). This is pretty bad - and the rubber joint thingy will need to be replaced. Has anyone done this? I will need to know where to get the part, and if there is anything tricky in the installation... (BTW, I was successful in fixing quite a few air leaks...) Thanks a ton.

— — — — —

From: Dave Farbacher VIN #0835
Saxonburg, PA

Dave,

The Corvette suppliers (Eckler's, Dr. Rebuild, etc.) generally carry that part. It's called a rag joint. I'd say one for a '74 Corvette should fit



Rag joint is circled

fine.

(ED. The steering box is a Saginaw box used on most GM cars and the rag joint should be available at most auto parts stores.)

Starter Relay Wiring Question

From: Stephan A Montagna
VIN #2821
Aventura, FL

Ok, seems simple enough. Other than the starter cables, there are two round plug on terminals on the starter relay. One obviously energizes the coil, but where does the other one go?? I found the lead on mine disconnected after the mod.

— — — — —

From: Rick Remdenok
VIN #0539, #2028, #2884
Ruscom, Ontario

In the early years (pre '76), Ford used a 4 terminal solenoid. The first three were the standard battery, starter, and solenoid power. The fourth was ignition. It was used to supply full voltage to the coil during cranking, bypassing the resistor to make for easier start-up.

Yours was probably left unconnected because it was not punched all the way through. Ha Ha. Your mechanic probably left it off because it is not needed with the MSD, as the box powers the coil at higher than battery voltage during both crank and run.

Share The Pain!

From: Jeffrey Wynn
Mount Joy, PA

Happy New Year to all: I would like to thank everyone who posts for all the help. I am working hard on the Brick. It all started with the article by KM on the quarter windows. After reading it, I checked mine and both windows popped off with no effort at all. After following his instructions on the fix, I decided I might as well install new insulation, since the whole back end was accessible. This evolved into installing the air latch system, electric compressor to replace the vacuum pump, AC vent mod, auxiliary blower install, new center console and recored radiator. I am currently sitting at the keyboard with bloody knuckles and I feel like Houdini after a straight jacket escape, from contorting myself to remove instrument panel (thanks John for your article on removal). Just wanted to share the pain, but now I will take a break to watch the Eagles game.

Go Birds! Thanks again to all. Hope to be done with all these by April.

Air Door Lines

From: Randy Esposito
West Caldwell, NJ

It's SPRING! So I decide to finally tackle the mess I have in the air door system. WOW, to my great surprise, the April Brickline has a feature on the air doors. Great

timing.

I've cleaned the regulators, cylinders, assists, and found a few leaks. BUT the air lines are old, brittle, and, in most spots, SHORT! I guess over the years of repairing various leaks by cutting back and reconnecting, the lines have lost some slack.

So here's the question: what is the recommended replacement for the air lines? Is there anything better than the clearish/white plastic-like lines? Anything more pliable? Thanks in advance.

— — — — —

From: Rick Remdenok
VIN #0539, #2028, #2884
Ruscom, Ontario

From: John Doe

Just make sure that you use the little nipples at every joint, and don't over tighten. Lubricate the solenoids and cylinders with some ATF, and go for it.

Removing Badges

From: Roderick Keeler
Oakhurst, CA

I need to remove the "B" badges from my hood extension and the two fenders. What is the best way to do this without damaging the acrylic?

Thanks

— — — — —

From: Claude Landi
VIN #1024, 1136

They are all stick on badges, except the rear one. They are held on by double face tape. The best way to remove them, if they do not come off by hand, is to apply a hair dryer, to the emblems to soften the sticky tape and then remove by hand.

Heater Blower Motor and Winter Bricklins

From: Keith Kelley VIN #1766
Dowagiac, MI

Does anyone know the part number of the heater blower motor? The fan just stopped working, and it's not the fuse. I am actually driving my car this winter, so it's kind of critical I find a way to fix it. If not for the warmth, then simply for the

visibility. Already my rear defrost does not work.

Other winter problems I have had, if it will dissuade anyone from attempting to depend on their Bricklin in the winter, include:

On particularly cold days, my doors would not open. After rebuilding the solenoids in the compartment behind the driver's seat, they open most, but not all, of the time.

My electric air compressor (only a year old), on cold days, sounds sickly, and today blew fuse after fuse before overcoming whatever hurdle it needed to before croaking to life again.

When my heater was working, leaving the car running long enough to warm it up for a) passenger comfort or b) to allow the doors to work, would cause my car to overheat to such an extent that it would stall and not start again. And I do have a new 160 degree thermostat in it.

Getting out of my driveway a couple of days ago, the sheet metal beneath my driver's side floorpan was ripped off by the snow, along with the switch that changes from headlights to bright. I hope it wasn't important.

Getting into my driveway, I will often catch snow causing my belts to get wet and squeak something fierce.

At the slightest snow, the Bricklin will get stuck, or slip. It's too powerful, rear wheel drive, and way too low. Admittedly, I should

Don't use the cheap stuff. Make sure the line can handle 175 psi. You can probably buy it locally at a truck repair place. It is used for air brakes and air ride. They should also have a wide array of fittings. If you don't have a big truck repair depot near, check out the sport truck or import magazines. They have several large ads for air suspension stuff including hose, fittings, compressors, switches, etc. Remember with compressed air, it is better to error on the side of safety. Too safe is better than not safe enough!

(ED. Don't forget our Bricklin vendors Terry Tanner and Bob Hoffman. They carry this tubing.)

— — — — —

buy snow tires, though I think it would not make enough difference for this area.

Once, while I was stuck for a while, my transmission made funny noises any time I put it in park. It stopped when I got it out of the snow, but it also just about stopped my heart when it did it.

When the snow is thawing, the roof leaks water; the doors leak cold air all the time.

The battery, new, gets weak often in the winter, no doubt due to the extra draw by the air compressor and the fact that I only live 2 miles from the office.

These, along with the failure of the defroster and rear defroster due to whatever little Bricklin electrical gremlins, make the car undrivable in the winter. It also makes for a lot of time standing or driving or fixing things in the cold, and generally make for a miserable experience.

The morale is plan ahead and buy a winter car. If you ever thought you could make it through the winter because you don't drive much, you can't, not really.

So, because it's too late for me, before I get on my knees in the snow to try to pull my blower motor (I can't get at my garage because of the snow drifts), does anyone have that part number?

(Ed. Keith actually answered his question about the heater blower motor. "I went to carparts.com and looked up heater blower motors for a 1975 AMC Gremlin V8 heater

blower motor. The particular one I bought was from Four Seasons - part number 35508. I haven't installed it yet, but it looks quite close.")

From: John T. Blair VIN #0887
Virginia Beach, VA
Subject: Re: Heater Blower Motor and Winter Bricklins

It may not be your blower motor. You need to check to see if there is any voltage at the fan motor. To do this, disconnect the connector on the engine bay side of the firewall. Then using an volt meter or mechanics test light, touch the white wire. With the ignition on (the car doesn't have to be running) and the fan switch set to high, you should have 12 volts or the light



Heater Blower switch

should light. If it doesn't, then there are 2 other possibilities:

1. The switch. This is a chronic problem. All current to the motor goes through the heater switch. Consequently the switch itself can burn up or the connections get so hot that the connector that plugs into the switch melts. Either of these problems can cause the blower not to work.
2. There is a resistor pack (AMC



Resistor pack in the heater box

Part number 3741278) mounted on the heater box. The heater switch actually selects how much resistance is put in line with the



Actual resistor pack

blower motor. The more resistance in line, the slower the motor goes. These resistors will burn up over time. If they burn up, the blower motor will not function.

From: George Malaska
VIN #0768
Elkhart, IN

Subject: Re: Heater Blower Motor and Winter Bricklins

The part number I have used is for a blower made by Murray. It is 209178. The wheel is Murray p/n 209122. Four Seasons also makes one but I do not have their number off hand. I have also been able to locate steel blower wheels instead of plastic. They last longer and are easier to get on and off. There is no

different p/n for them. You just have to see what your parts store has in the box. If those numbers can not be crossed over, look up blowers for a '73-'74 Gremlin. Hope this helps. George.

— — — — —

From: Greg Monfort VIN #1609
Atlanta, GA
Subject: Re: Heater Blower Motor and Winter Bricklins

The original AMC number for the blower motor is 3217296.

Check the continuity at the 2 wires that attach to the rear window defroster. A scratch through any of the grid opens the circuit. You can buy a brush on chemical to repair it. Also check the solder joints.

20

"On particularly cold days, my doors would not open,"

I used my car for several years during the winter. I went to a local airport and got some aircraft hydraulic fluid to inject into the air system. Worked for me, but as always, YMMV (your milage may vary).

(ED. Terry Tanner had a very good article in the April 2001 issue of The Brickline dealing with this problem. You need to put antifreeze in the lubricator during the winter. Keep in mind that moisture is a result of compressing air. Therefore, you are actually putting water into the system and that water will freeze. You have to stop it before it starts.)

Your electric air compressor is probably having problems due to

ice in the air lines. To help traction during the few snow/ice days we had, I reduced tire pressure, and put a couple of concrete blocks in the back.

Only driving a few miles to work will definitely lead to a weak battery. I lived 3 miles from work, so mine spent the evenings on a 2A trickle charger.

Heater valve

From: Roderick Keeler VIN #0445
Oakhurst, CA

When I bought my Bricklin, the heater core was bypassed. I now need to reconnect it. Here's my question(s). There are two hose connectors in the firewall. Which of these (driver or passenger side) connects to the hose to which the valve is attached? Also, (as I don't have the valve) how many hose connections does the valve have, two or four? I think it should be two, but I saw a picture of an engine bay in which it looked like it had four. The only thing I'm reasonably certain of is that it has a single vacuum hose attachment as well.

— — — — —

From: Robert Miller VIN #2518
Benton, AR

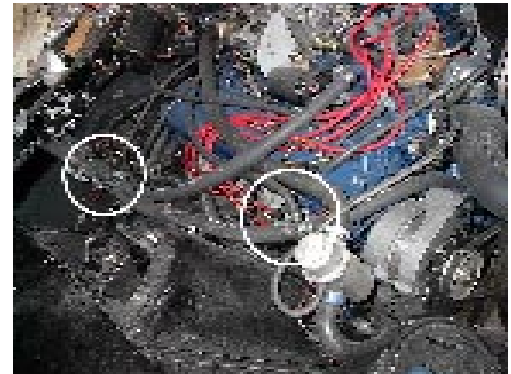
My core, or hose, connection just went out last week and started pouring antifreeze into my passenger footwell. For a fix I bypassed it. The hose coming out of the water pump is the "in" line to the heater core inside the car and

the other hose from the dash to the intake manifold is the out. I put the water pump hose directly to the intake for now until I have time to work out the problem. I had no heat before anyway so I figured the heater core was out or rusty/clogged. Let me know how things turn out as I'll have to do this repair by next Fall.

— — — — —

From: John T. Blair VIN #0887
Virginia Beach, VA
Subject: Re: heater valve

Before I connected it up, I'd be a little suspicious as to why it was bypassed. I suspect that the core had a leak and the previous owner didn't want to go through hassle or expense of getting it fixed.



Heater hoses (Note: rear circle is where the heater control valve goes. Currently a flush kit is installed in the valve's place.)

To answer your questions:

1. The outboard (pass side) hose is the one with the flow control valve on it.
2. The flow control valve only has 2 lines on it. The output goes to the heater core, the input comes from the water pump. On the '75's there

"WHAT A YEAR" (so far)!

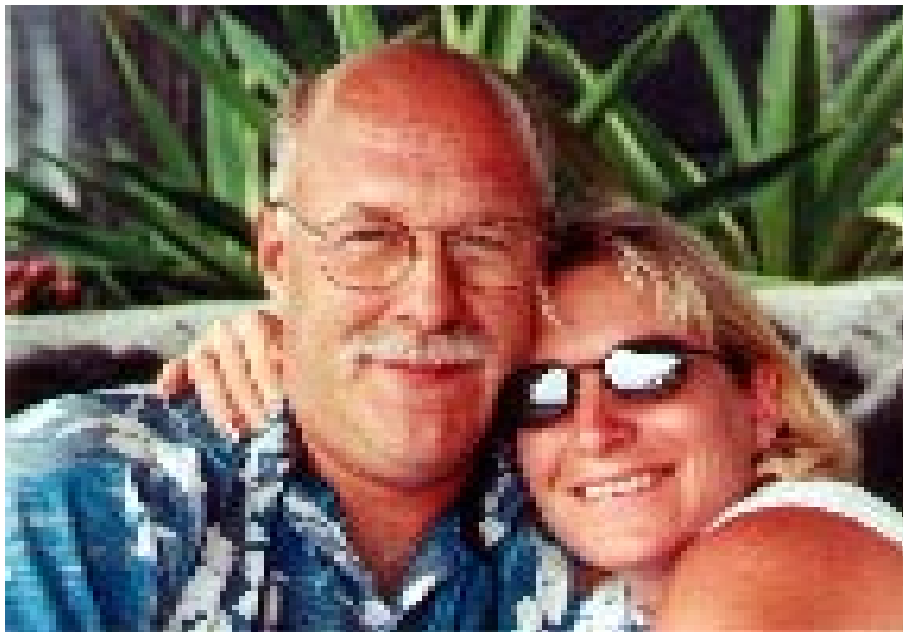
By: George Malaska
VIN #0768
Elkhart, IN

Since my last article, so many things have happened in the Malaska household. We've had two marriages, son Justin and wife Lori in December, and daughter Brandy and husband Jeremy in April. Daughter Holly graduated from high school in June. The house rapidly became empty and quiet. What a change! Oh yeah, VIN# 768 is 99.9% done and by the time you read this should be 100% and on its way to Cleveland and the meet.

I've talked of our desire to go back to Hawaii. Well, we're one step closer to that dream. We sold our house in Indiana in the anticipation of finding a place in the Islands. We spent Christmas and New Years in Kona, some of the time looking at land, houses and condos. We found a nice townhouse in Waikoloa, 25 miles north of Kona, and as of April it's ours! Can't wait till the day we live there permanently. Seems so close, yet sometimes so far.

I gave up cigars last August, went back to the gym 3 days a week and now have my blood pressure

under control. I have taken up cycling and am doing 10 to 20 miles a day as time permits. I really love it. My goal is to ride in the cycling portion of the Ironman Triathlon when we move to Hawaii. I have no desire to swim with the



George and Laurie Malaska relaxing in Kona

sharks for 2.5 miles (besides, if I can't touch bottom, I panic) nor run the 26.5 miles in a marathon (bad knee) but the 113 mile bike race really sounds like an adventure and I want to give it a go. If for no other reason than to do it.

Enough about me, now for members news. The club passed the 350 member mark in March for the first time in a long time! Congratulations to all who have helped recruit and promote the club. The web site has worked wonders also.

I got a call last week from, of all people and places, John and Loretta Stead in New Zealand. What a thrill! John and I have e-mailed

back and forth and he decided that it would be nice to put a voice with the words every so often by chatting with each other. I really enjoyed talking to them and plan to continue corresponding. John has graciously invited us down under to Christchurch. John, we WILL take you up on your offer and can't wait to put a face with the voice!

Congratulations to Mark and Ann Fasano on the birth of their daughter Renee Josephine on March 21st. Last report, Mom, Dad and baby were all doing well. A big GET WELL

SOON to long timer and friend Roy Knowles who has been dealing with chemo the last couple of months. I get over to visit and an occasional dinner at Artusi's when I can. Roy looks great and his spirits are good. Roy, our prayers and thoughts are with you.

Not wanting to sound like the Gay Philosopher (I am neither) but a closing thought. You know, sometimes we really do not appreciate the small or simple things in life. Maybe it's just me and that with the passing of years you mellow and realize just how precious every moment is. I have always been known as a "black and white" guy. It was always either this way or that, no room for

Quick Tip Eliminate Brake Fluid Drips

compromise. I always worried about the future, many times so much so, that the most important things of the present were past before I knew it. With age I have discovered that it's these little daily things that make for a full life. I recently had a scare when my son called to tell me that during a physical they found some abnormality in his blood chemistry. Turns out, so far, not to be anything major, but what a scare. The thoughts that go through your mind when you don't know what is going on. You really start to think about things when they hit so close to home. So, take time to enjoy today. Hug your spouse, enjoy your children and their children, be a friend, smell the flowers, and be glad you have your health!

22 Well, that's about all for now. Enjoy your family, friends, and cars. Have a GREAT summer and hope to see friends, old and new, in what I still consider to be home, Cleveland.

George.

(ED. Here's a cute idea I picked up off of the Spitfires mailing list to which I belong.)

By: Douglas Braun
<dougbert@rcn.com>

Here's a clever idea I thought of:

When you need to disconnect the brake lines from the wheels (e.g. for removing a rear axle), you need a good, leakproof way to plug the brake line so it doesn't drip brake fluid all over your garage floor. Take an old flexible brake hose and cut hose so you have the end that attaches to the brake line and a few inches of the rubber flex hose. Plug the hole at the end of the flex hose with a screw. Now you can screw it on to the brake line in place of the working hose, and bravo! no drips. (Note that the working hose should stay attached to the wheel cylinder/caliper).

Doug Braun '72 Spit

Quick Tip Recycle

Here are some interesting ideas for inexpensive tools, parts organizers, etc. These were collected from numerous people from the "shop talk" mailing list. If you have any ideas, please send them to me - John T. Blair - Editor of The Brickline.

1. Use a yellow plastic French's mustard bottle as an oil can. It's easy to find, I can close the top with a 1/4 turn and when rebuilding engines I don't have to worry about scratching bearings or journals when applying oil to them.

2. I have a turkey baster in my toolbox. I use it for priming engines or draining the brake fluid out of the MC. I also have quite a collection of stainless steel cookware for cleaning parts. My latest is the metal mesh basket that fits one of the pots. It makes cleaning carbs much better. I get this stuff at garage sales for less than a buck!

3. I also have quite a collection of stainless steel cookware for cleaning parts.

Yes, check out the kitchenware section of any local thrift shops you may have in your area. Bread pans, multi-section muffin pans for sorting hardware, cookie sheets as drip trays, lots of stuff to help organise, clean and carry around little piles of whatever. 4. I use an empty saline (contact lens cleaner) bottle for air tool oil.

5. A "Slick50" bottle makes a PERFECT collection bottle for the 'last bit' of oil in oil containers. After filling up a car, I keep all the oil containers and each one spends a night, upside-down over the

Welcome new members

Casey Barlow	VIN 1673
Darrin Bright	VIN 1429
Seth Bunin	VIN 1544
Bob Daley	VIN 0352, 1065
Moshe Fuld	VIN 0354
Tom Golanski	VIN 0645
Melanie Lebo	VIN 1071
Timothy Lucas	VIN 2184
Terry Macaluso	
Sam Rosen	VIN 0575
David Savageau	VIN 0690

continued on page 22
Heater Valve ~ cont'd
from page 20

is a "T" in this line near the alternator and hot water gets pumped to the rear of the driver's side of the head. There is a vacuum ported temperature sensor there.

Slick50 bottle (their necks fit IN the Slick50 bottle). This way, when I throw away an oil bottle, it has the LEAST amount of oil in it.

Then, I use the collected oil in the Slick50 bottle for those times you need, "just a bit" of oil. i.e. wetting the oil filter ring. After a while, the bottle gets quite full. I also use it when one of the cars is about a 1/2 quart low instead of opening up a new container.

6. Next, I save ALL containers that food comes in. Yogurt containers are great for small parts, nuts and bolts when working on a project. Butter containers are great for bigger parts. Both work good for cleaning paint brushes. Cut the tops off (but leave the whole handle) of the laundry soap containers and you get either... a good scoop, a heavy duty parts container or a bucket to hang under a chain hoist to keep the "slack" chain in.

7. Film canisters are good for REALLY small parts.

8. To mix up Bondo or JBweld, I just cut a piece of cardboard and use that. When I'm done, I throw the whole thing away. In fact, I keep old pieces of cardboard/ carpet to lay on the ground if I'm working under a car. As the carpet gets too dirty, I throw it away and use a new one.

(ED. Look around your neighborhood, someone is always getting new carpet. The old carpet is out on the curb for the garbage man. All the carpet you need, free!)

9. I use an old horse trailer for storage/HUGE sandblaster booth/

paint booth. It's easy to clean out, it's HUGE with a BIG door (that I can roll something into) and they can be had pretty cheap.

10. I cut off the tops of water bottles and milk jugs to make funnels. Keep the cap and you can use it as a scoop also.

11. Old pieces of hose can be slit down the side and used to cover a saw blade to protect it.

Get Well Soon

I recently heard that long time club member and friend John Cherba (of Bricklin Gullwing Garage in New Windsor, NY) was in the hospital for an extended stay in late May or early June.

John, our thoughts and prayers are with you. Hope you get well soon and back on your feet.

Classified's - Cont'd from page 24

WHITE HEADLIGHT COVER - (NEW) \$50.00 1975 FOLDOUT POSTER BROCHURE (White and Sun-tan) - \$2.50/EACH (401) 942-5327 ask for Dick (After 5:00pm) or email rcastellone@gilbaneco.com

Body parts for sale - 1- Left rear quarter panel white, perfect original. 1- Right rear quarter panel, white,

perfect original. 1- front bumper, white, excellent original condition. 1 - Rear panel white, original, but a few stress cracks. 1 - Right door skin, suntan, perfect original. 1 - Rear hatch sill, white, perfect original. Also have the electric window kit as well as the rear hatch electric opener. Gregory Deieso #2896; Westfield, NJ 908-232-6262; PLAYPHONE@aol.com

Body Parts - NOS Hood, orange, NOS fenders, L & R orange, NOS hood extension, tan.

Engine Parts - '74 AMC 360 Engine: 360 ci STD Pistons, cast \$150, 3.73 gears, new \$275, '74 360 Heads (new) \$500, stock dist. gear \$30, hydraulic cams & lifters by General Kinectics #N2H-280P 496 - 521- lift 110CL, 268P 488/488 lift, 110CL \$150ec. Raymond Pinto; 2519 Cricket Trail; Titusville, FL 32780; (321) 268-2493 rorlpinto@yourlink.net

Mini-Bricklin - Rare, Bricklin Red, 3 HP Briggs & Stratton engine, very good condition. Best reasonable offer. George (520) 472-6747 or e-mail me at: lettech@cybertrails.com (3)

Bricklin Literature
1976 Bricklin sticker price window sticker, excellent condition. 1975 Bricklin sales pamphlet excellent condition. 1985 Car Collector and Classics magazine with '74 Bricklin article, 1974 Car and Driver magazine with Bricklin, by line volume 2 num 2. 1977 BI Lake Placid pennant New England and Canadian region, excellent condition. \$50. for all. Rodney Mathews; 24188 Main St; Mardela Springs, MD 21837; 410 742 9609; or email Lotusman29@aol.com

Submit classified advertising to:

John T. Blair
1133 Chatmoss Dr.
Virginia Beach, VA 23464
(757) 495-8229

CLASSIFIED ADS Cont'd

Cars - cont'd

VIN 2896 - Cinn.w/Beige int - Rare 1976 Bricklin SV 1. Possibly the last one produced by Bricklin in Canada. Only 17 produced. 351 Ford W V8, 21,000 miles - modified with Ford performance engine components and Edelbrock high perf. alum. manifold and 600cfm 4V carb. MSD 6A ignition and wires. Excellent condition. Show winner, custom exhaust with dual cats. Auto, A/C, CD player. All upgrades, new brakes, new B.F. Goodrich tires. New air door system. "Minor" stress cracks on roof only. Calif car always in garage. A must see before you buy any other Bricklin. Contact: Greg Deieso; Westfield, NJ; (908) 233-3088 (h); (908) 232-6262 ex12 (w); email playfone@aol.com. \$17,500, OBO. (3)

Wanted

One set of Bricklin headers, new or used. Call Bob at 1-847-891-5889

A door, looking to borrow a door without skins. Want to experiment with putting electric windows in. Will return door upon completion of project. Please call Jay Cohn 520-722-6088; Tucson, AZ

White acrylic body parts for restoration project. I would even be interested in damaged pieces. Dan Green; Gurnee, IL; (847) 856-9002 or DNJ6957@AOL.COM

White right door skin - must be NOS or very nice condition. Will purchase outright or have NOS right Red skin to trade. Gary Groeteka 618-346-8929 or e-mail groeteka@empowering.com

Need original or photocopy where appropriate of following B-LINE MAG'S: TOBY TOMPKINS ISSUE '76 VOL 1, # 1 - 6; '77 Vol 2, # 1,3,4; '78 Vol 3, #2 - 4; '81 Vol 6, # 4; '83 Vol 8, # 4; '89 Vol 14, # 4; '90 Vol 15, # 2 '97 Vol 22, #2 - 4; '98 & '99 - ALL NOTE: Have various duplicate issues available for trade. CONTACT: Gary Egleston @ 770-623-0842(H) or 770-621-6735 (W) or egleston@smurfit.com

Misc. For Sale

SV-1 Latch Covers - \$30 a pair including shipping. Norm Canfield; 1146 Southwoods; Fredericksburg, TX 78624-8209; (830) 997-6134

Brochures, signs, and pictures. Send SASE for list. Scott Isensee, 411 South Ridge Circle, Georgetown, TX 78628.

Wiring diagrams - For the '75s. The wiring diag. documentation is about 35 pages and includes: Fuseblock layout, line drawings of the 4 harnesses, drawings of the connectors/wire colors for each harness, wiring chart for the main harness - and both sides of the firewall penetration. The schematic diags. of the electrical system. Club members - \$20 for the package sent via email, for hardcopy add \$5 for printing and mailing (non club members add \$5). John T. Blair (Bricklin Wiring); 1133 Chatmoss Dr.; Va. Beach, VA 23464; (757) 495-8229 or email: jblair@exis.net

N.O.S. parts. Send SASE for price list of over 150 different parts available to: Roy Dunn, 7490 Crystal Clear Ave., Las Vegas, NV 89113 Parts. Fenders, hoods, bumpers, glass & manuals, etc. Price negotiable. Bill Nicholls, (905) 509-2143.

New, replacement hatch support cylinder for a 1974 Bricklin, \$20.00 plus \$4.50 shipping & handling each. Magazines with Bricklin articles. Send self-addressed stamped envelope for list. Ted Kolodzyk, (414) 643-6367; 1808 S 31 St, Milwaukee, WI 53215

Rare 6'x8' illuminated sign. Has "B" logo and Bricklin in big letters. New, never used, came out of Whippany NJ Plant \$1,500. 20"x49" indoor sign with choice of SV-1, Parts, or Service. Two formed plastic faces on extruded aluminum case and fluorescent illumination \$300. Jim Thompson, Dover, DE (302) 697-2936.

PARTS FOR SALE

Gas tank w/straps- ReNu'd on the inside, painted with zinc tank kote out-

side \$200, 4 original wheels-need polishing \$130 for all 4. Pair of 351w exhaust manifolds \$60 for the pair. Both motor mounts and trans. mount \$100 for all, stock 351w intake manifold \$35, 2 vacuum compressors (need to be rebuilt and Hadley will do it for \$40 each.), \$35 each, original jack (no handle) \$50, new 4 spoke black VIP steering wheel \$50, new replacement antenna \$25, used '74 fan shroud \$20, plus shipping on all parts. George Malaska, Elkart, IN (219) 522-4819, cell (219) 312-1188 (O).

NOS GLASS, driver's door \$250, Pass door \$200, hatch \$250, cat whiskers \$35/ pr, hatch glass gasket w/lock strip \$50, quarter glass \$60 pr (includes moldings) or \$700 for 1 of ea. NOS BODY PANELS, QUARTER PANELS \$300 or \$550 a pair red, white or suntan L or R. ROOF suntan or orange \$300 ea. TAILLIGHT panel suntan \$250, Front FENDERS suntan L or R \$400, orange right with chip \$350, early spoiler (black plastic) \$50. BUMPER front or rear \$250 ea. or \$400/pr, headlight bezels (black plastic) \$50/pr., rear trough \$20 (orange), shifter saddle \$40. A-PILLAR \$50 ea. or \$75/pr. orange, white, suntan. Door latch \$40/pr. hatch latch \$35 /set. NOS MECHANICAL PARTS, wiring harness, engine loom \$200, main loom w/ fuse box \$300, body loom \$100, distributor loom (75/6) \$40. 1 of each \$500, coil spring isolators \$20/pr, Strut arm assy w /frame bracket & bushings \$35 ea. L or R, shocks w/ part # stamped on them \$40/set, rear spring shackle bushings \$5/pr., shock tower \$75 ea., front lower spring seat \$75 ea. Drive shaft complete \$200. Rear end (complete drum to drum) \$450, gas or brake pedal assy \$20 ea., '76 exhaust includes manifold down pipes, y-pipe, cat converter, extension pipe and 2 tail pipes \$200, no muffler. Headlight hinges \$50 ea.; assorted heater parts; too much to list. ALL ARE NEW, ORIGINAL PIECES. Rick 888-225-8648 htc@mnsi.net (I answer my e-mail daily)

Continued on page 23

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Bedford, Va. 24523**

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CLASSIFIED ADS Cont'd

VIN 1854 - Black - 26K miles - This car has undergone total restoration with over \$20K invested. Four wheel disc brakes, 300+ Horse Power - CD - Needs nothing - all manuals - Excellent throughout. \$12,500. Dan Alvich, Redondo Beach, CA (310) 543-2596 (1r)

VIN 2078 - Red parts car - it was hit in the front end, engine is seized, no hood or fenders. Interior is rough but all there. All other pieces of this car are there and the car is relatively rust free. The owner only wants \$500 for the car. Buy it for parts; Nice bird cage and lots of nice little parts. Call Tony at 1-800-274-2100. Car is located in Knoxville, TN. (1)

VIN 2080 - White - all original except upgraded to air doors, always stored, well kept, runs great, mechanically sound 30,000 mi, never driven in the winter. Asking \$12,000. Contact Diane Miller - planetdiane@hotmail.com Billings, MT; 406-656-2767 (1)

VIN 2111 - White - 46,911 orig.miles, owned/stored 12 years, drivable, runs good, new tires, batt, needs paint, radio, some restoration. Offers over \$4900; Cobe Crosby; Northridge, CA; (818) 882-6603 (3)

VIN 2264 - 351, automatic. 30,000 miles on original engine. Florida car owned since 1981. Needs lots of TLC. Good project car for inside/outside restoration. Moving-no more room. Garaged last 6 years. First \$1000 takes it. Call Jim Matheson at (941) 353-5712, Naples, FL. E-mail address is Jim@whitehallprinting.com (1)

VIN 2436 - White - good condition, new tires and paint, 45k orig. miles, automatic transmission, 351 Ford Windsor engine, always garaged, \$7500 obo.; Rosendo Rivas; Ontario, CA; pgr. (909) 843 1395; work (800) 376-4555 x 202 (3)

VIN 2537 - Orange - 49K mi. Original except air doors upgrade /w oversized vac. compressor, spare tire & cover, strong motor, trip computer, good condition. \$7995 OBO. Mark Clayton; Sandy, UT (800) 748-5125 9am-5pm. (3)

VIN 2539 - Orange - 7,800 original miles. Mint condition. Completely stock. All documentation including original bill of sale, window sticker, and brochures. This head turner runs, looks, and drives excellent. \$ 12,000 or make offer. Dennis Jozwiak; Buffalo, NY; (716) 648-2310 (4)

VIN 2730 - Dark Red - New paint, new door skins - ground effect kit, air doors, AOD transmission, Ford 9" rear end with disk brakes. Asking \$8,500 OBO. Dennis Putnam; Sequim, WA. (360) 681-4755 (3)

Continued on page 24

