

# THE BRICKLINE

IN THE TRADITION OF THE BRICKLIN SV-1



A Publication of Bricklin International  
Volume 36, No.3 July 2011

**BRICKLIN INTERNATIONAL  
OWNERS CLUB INC.**



Visit our **Web page:**  
<http://bricklin.org>

Join the **Bricklin Mailing list** on the Net  
To subscribe, go to:  
[autox.team.net/mailman/listinfo/bricklin](http://autox.team.net/mailman/listinfo/bricklin)  
scroll down to "**Subscribing to Bricklin**"  
and fill in the necessary blanks

**VOLUME 36  
NUMBER 3**

**Submit Brickline articles to:**

John T. Blair, *Brickline* Editor  
1133 Chatmoss Dr.  
Va. Beach, VA 23464  
(757) 495-8229  
e-mail: [jblair1948@cox.net](mailto:jblair1948@cox.net)

Deadlines are **2/1; 5/1; 8/1; 11/1** for the April, July,  
October and January issues respectively.

For more information or help submitting articles, check  
out the Web page, or contact the Editor.

**CHANGE OF ADDRESS**

**Submit to:**

George Malaska  
38083 Princeton Drive  
North Ridgeville, OH 44039  
440-281-8468

To avoid delayed or lost mailings, please notify the  
membership director prior to moving. The post office  
will forward your mail, but there may be an additional  
charge for this service.

**ADVERTISING**

**Submit to:**

Brickline Editor (above)

Classified Ads are free to paid members for personal  
vehicles or Bricklin related items. These free ads are  
not intended for commercial endeavors.

The appearance of any ad in the Brickline does **not**  
constitute a recommendation by Bricklin International,  
Inc. Members should thoroughly investigate any adver-  
tiser, product or service before entering into any type of  
purchase, contract or agreement.

**COPYRIGHT**

**The contents of The Brickline are copyrighted  
and the property of Bricklin International.  
Reproduction without permission of the Editor  
is forbidden.**

**Officers 2010-2012**

Chairman Emeritus:	1st:	Buddy Saupe - 116 Harbor Seal Ct. - San Mateo, CA 94404
Chairman Emeritus:	2nd:	Jerry Putnam - 440 Whispering Pines - Springboro, OH 45066; (937) 748-0339 - email: <a href="mailto:jput@prodigy.net">jput@prodigy.net</a>
* Chairman Emeritus:	3rd:	John Martin - 16754 E Ave. X Space #25; Llano, CA 93544; 661 435 4254 - <a href="mailto:jwmartin37@aol.com">jwmartin37@aol.com</a>
Chairman Emeritus:	4th:	Norm Canfield - P.O. Box 320 Paradise, UT 84328 (435) 245-7515
Chairman:		James Wajda - 14315 northmoor - Cement City, MI 49233; 734-320-0599 - email: <a href="mailto:jameswajda@msn.com">jameswajda@msn.com</a>
President:		Steve Stratton - 693 Fire Trail Rd. - Linden, VA 22642; (540) 635-7118 email: <a href="mailto:pktgooch@yahoo.com">pktgooch@yahoo.com</a>
Vice Pres:		Jim Kelliher - 1005 Crossway Lane - Holly Springs, NC 27540; (919) 567-2088; <a href="mailto:jimkelliher@nc.rr.com">jimkelliher@nc.rr.com</a>
VP Operations:		Dr. Sandy Bigman - 2024 Sorrelwood Ct. - San Ramon, CA 94582; (925) 735-5037 - email: <a href="mailto:drbhome@bigmanortho.com">drbhome@bigmanortho.com</a>
VP Finance:		Dwight (Doc) Shreck - 500 N. Washington - PO Box 829; Weatherford, OK 73096; (580) 774-2774
VP Membership:		George Malaska - 38083 Princeton Drive, North Ridgeville, OH 44039; (440) 281-8468 - email: <a href="mailto:gmalaska@hotmail.com">gmalaska@hotmail.com</a>
VP Publications:		John T. Blair - 1133 Chatmoss Dr. - Va. Beach, VA 23464; (757) 495-8229 - email: <a href="mailto:jblair1948@cox.net">jblair1948@cox.net</a>
VP Canada:		Vacant
Secretary:		Vacant
Chief Judge		Terry Tanner - 2687 Rocky Ford Rd. - Bedford, VA 24523; (540) 586-9761
Legal Advisor:		Bob Vincler - 445 Fort Pitt Blvd. #140 - Pittsburgh, PA 15219
Bricklinalia:		Stuart Zukrow - 39401 Helena Avenue; Sterling Heights, MI 48313-5521; (586) 932-6699 email: <a href="mailto:Sjukrow@Msn.Com">Sjukrow@Msn.Com</a>
Webmaster		Michael V. Mitchell - 965 Kenner Dr.; Medina, OH 44256 email: <a href="mailto:Webmaster@Bricklin.org">Webmaster@Bricklin.org</a>
Photographer West		John Worsley (MPhotog, FPPC) - 3221 Northwood Rd. - Sacramento, CA 95821; (916) 481-8321
In Memorial		Herb Grasse - Designer (1945 - 2010)

**Regional Directors**

California	Kevin Hand - 15104 Ashwood Lane - Chino Hills, CA 91709; (909) 597-7414 - email: <a href="mailto:khand1486@verizon.net">khand1486@verizon.net</a>
Illinois	Bob Mueller - 300 Niagra - Schaumburg,, IL (847) 891-5889
Ohio	Michael V. Mitchell - 965 Kenner Dr.; Medina, OH 44256; email: <a href="mailto:webmaster@bricklins.net">webmaster@bricklins.net</a>
Michigan	Stuart Zukrow - 39401 Helena Avenue; Sterling Heights, MI 48313-5521; (586) 932-6699 email: <a href="mailto:Sjukrow@Msn.Com">Sjukrow@Msn.Com</a>
New England	Paul Robichaud - 235 Whalom Road; Lunenburg, MA 01462; (978) 345-0620 - email: <a href="mailto:paul@galcomp.com">paul@galcomp.com</a>
* Northwest	Mark Fasano - 20208 SE 245th Street; Maple Valley, WA 98038; (425) 705-7954 email: <a href="mailto:mark@fasano.com">mark@fasano.com</a>
Manitoba	Bill Payne - 350 Budd Road Winnipeg, Manitoba; Canada R3X 1Z8; (204) 663-0087
Ontario	Harry Hoekstra - 23184 Walker Road; Chatham; Ontario N7L 3Z3; (519) 351-6035 email: <a href="mailto:maple1@mnsi.net">maple1@mnsi.net</a>

\* Denotes changes from the last issue

**IN THIS ISSUE**

Page 1	President's Message	Steve Stratton
Page 3	The Bricklin Design	Tom Monroe
Page 7	Bricklin What? -- Why? -- When?	Daniel Knoblock
Page 10	The Mystery of 'New Brunswick' SOLVED!	Smoky Panepinto Scott Isensee
Page 12	AC Repair	
Page 16	BIG West Meet Registration & Agenda	
Page 18	In Memory of Kim Ian Madsen	Jim Wajda
Page 20	Two Seats - Unconventional Body Construction Gullwing Doors	Bill Coulombe
Page 22	What they're up to?	

**Front Cover** - Daniel Knoblock and his son, Danny, and their  
Bricklin - #2252.

**Rear Cover** - Kim Ian Madsen and his toys. Rest in Peace

# President's Message

By: Steve Stratton 2856, 2889  
Linden, VA

Spring has finally arrived to the mountains of Virginia. The trees are slowly beginning their revival from a long winter's slumber, the days are getting longer and significantly warmer, and I am spending more time outside working in the yard and on my Bricklin! The broken radiator has been rebuilt with a higher cooling capacity and should be back in the car by the time you read this column. Once I get the radiator in, tune the car up and give it a good once over, it should be ready for spring driving and perhaps a few weekend car shows before the Bricklin International show this July in Manassas, VA. My goal from last winter was to have the car ready to drive on Skyline Drive during the early part of spring. Well, I missed that part of the goal by around a month, but May should be a beautiful month to drive on the Blue Ridge Parkway, so I'll take it.

Speaking of driving a Bricklin, the 2011 Bricklin International East Coast Meet preparations are in full swing. I'm excited to catch you up on what we have planned for those attending this year's meet, which is at the Four Points Manassas Hotel, just off of I-66 in Northern Virginia. The room rates for the hotel are extremely reasonable, considering the area, and are filling up fast. And the rate includes a full hot breakfast, which makes this year's gathering more economical, even in the face of higher gasoline prices. Terri Grasse, Herb Grasse's widow will be making the trip from Arizona



Steve sitting in his garage with his Bricklin

to join us in Manassas. Terri was with Herb during the long Bricklin saga in the 1970s and she always has great stories to share on the car and its history. She is also going to be providing a painting of the car that she has done for the auction. (And we thought that Herb was the only artist in their family.)

Also, on display in the Bricklinalia Room / Hospitality Suite will be what I hope is the beginning of a fairly comprehensive history of the SV-1 and of the Bricklin marquee. Terry Tanner has sourced and scanned a large number of pictures from his private collection and done them up in a Power Point presentation, along with a corresponding audio track, describing what each picture was and when it was taken. Some of these pictures are the first ones of particular items that I have ever seen, including

shots of both the exterior and interior of the Minto body plant, where the vacuum forming of the panels took place. I also hope to have ready some framed presentation shots of publicity kits, some early production blueprints and schematics, and a few other historical items on display for people to see.

Track time at the Prince William Speedway, only a short drive from the hotel has been secured for mid-day Thursday for those owners that want to have a go with head to head time trials in their cars. The track has a 1/8 mile straight-line track that is competition quality along with a concession area. Thursday afternoon and early-evening has been left open for those that might want to head to the Manassas Battlefield, less than two miles from the hotel, and take a tour. 2011 is the 150th anniversary of

the start of the War Between the States and the First Battle of Bull Run, and there will be some very nice interpretive exhibits set up at the battlefield visitor's center commemorating this historic event.

The route for the Friday drive has been laid out and includes a nice drive through the Northern Virginia hunt country. Several older villages are on the itinerary, including Middleburg, VA, which houses the Red Fox Inn, one of the oldest inn and taverns in the US and also has a fantastic Main Street, with some interesting shops, restaurants, and fantastic colonial architecture. Based on a recommendation from John Blair, our intrepid Bricklin Editor, we are still trying to arrange a tour of an original grist mill located in the village of Millwood, which is along the route, and we have mapped out a vineyard or two for stopping and having a wine tasting. Virginia is becoming renowned for its wine industry, which has grown by leaps and bounds over the last ten years. There are over 150 wineries currently in Virginia, with a good number in Northern Virginia and the northern Shenandoah Valley, in particular.

Of course Saturday will be set for car judging and the Saturday night banquet, raffle and auction, with the proceeds going towards the continuation of Bricklin International. Stuart Zukrow, our Bricklinalia director, handles the role of auctioneer and seeing Stuart work the room makes for a great evening. Besides the painting from Terri Grasse, we

have received two of the new 1:43 scale models from Automodello and a new hand-made 1:24 scale model car from club member Tim Palmer in Safety Red. Any donations that are made to the auction from members are always appreciated and go for keeping your owner's club alive.

As one of my goals to help keep the club alive and hopefully growing, I have planned a few weekends between now and the end of July to contact members, former members and non-members listed in our registry as living in Virginia, Maryland, West Virginia and District of Columbia to introduce myself and give them a personal invitation to the meet. A few weeks ago, I made the drive out to Washington, VA, located in Rappahannock County, and met Dave Gangel. An owner of his Bricklin for almost 30 years, Dave has never attended a meet. We had a nice visit, and depending on his schedule, he said he would do his best to attend. I hope to have the same results, either in person, or over the phone, with the rest of the owners in the area.

While on the subject of the meet, and thinking ahead to 2012, we are in need to a meet director and location for the 2012 Grand National Meet. For those of you that have never hosted a meet, it is a truly rewarding and fun experience. It's also a great chance to show off the area of the country that you live, and a great way to get to know fellow Bricklin enthusiasts. If you are interested in being the meet director for 2012 and have an idea for a location, please send

me an e-mail prior to the meet in Manassas with your thoughts and ideas. My e-mail address is located in the masthead of the magazine.

Lastly, I wanted to close with a belated tribute to Rich Haines. Rich and I first met in 2004 and he was quite the enthusiast with an encyclopedic knowledge of Bricklin-related information, especially parts cross-referencing. Very friendly, Rich would go out of his way to be helpful to anyone, and he and I spoke several times the first years of my Bricklin ownership, and I even made a side trip in 2005 to his house in Columbus to visit with him and pick up some parts that I had purchased. Both Rich and Sue will be missed, and my sincere condolences go out to their children Eric and Holly for their loss.

**BI**

## **A Little Humor Quickies**

Two cannibals are eating a clown. One says to the other: "Does this taste funny to you?"

— — — — —

"Doc, I can't stop singing 'The Green, Green Grass of Home!'"

"That sounds like Tom Jones Syndrome."

"Is it common?"  
Well, "It's Not Unusual."

**BI**

# THE BRICKLIN DESIGN

## Part 1

By: Tom Monroe  
Hickory, NC

I first heard of the name Bricklin in the fall of 1972 from Bob Huzzard. Bob was manager of Larry Shinoda's Advance Design Studio at Ford Styling. Some notable concept cars, Shinoda, Bob and his crew did, were the Boss 302 and 429 Mustangs and the Torino Talledega and Mercury Cyclone. Projects such as the mid-engine Mustang didn't get beyond the Product Planners, but we did built two running prototypes of this Mustang. It had the Corvette engineers in a fit. This Mustang was my primary project while I was at KarKraft, Ford's in-house race shop.

Bob came by my office one day to tell me about a new "sports car" project that was under way at a facility in Romulus. Romulus is a small town a few miles west of Dearborn just north of I-94 and across from the Detroit Metro airport. Herb Grasse, a stylist who had worked in a Ford studio, approached Bob about doing the engineering on a sports car that he, Herb, had contracted for. He was to do the styling and clay modeling. Bob, not having the engineering experience to tackle such a job, suggested that I should call Herb about the project. After showing some interest, Bob arranged for me to meet with Herb and a Bricklin representative at his facility in Romulus. I showed up in the front office at Herb's to meet with him and Dick Vollmer, the Bricklin representative.



Posing at Virginia International Raceway beside my GT40 Mk1, a reproduction of car #1076. It was the only car that won the 24 hours of LeMans twice, first with number 9 with drivers Pedro Rodriguez and Lucien Bianchi, and then with number 6 with drivers Jackie Ickx and Jackie Oliver.

3

### *Sidebar:*

*At the time of the Grasse/Vollmer meeting, I was a project engineer in the Advanced Engineering Department at Ford's Design Center. This was an engineering group that did feasibility studies and builds to support styling projects to ensure they would be viable. Notable among these projects included the moon roof, the first digital instrument panel, the first mini van, the World Car and Pony Car. I was the lead engineer on the World Car and Pony Car, which turned out to be valuable experience for me over the years.*

*The World Car was a personal favorite of the Deuce, Henry Ford II. It was designed so that it could be built with basic equipment in a third world country. Cost \$800 and weigh 899*

*pounds. We built two of them. The Pony Car was my favorite. Base on the English Escort, the Pony Car was to have a 90-inch wheelbase, two seats, hatch back and powered by a 1600cc BDA twin-cam Cosworth engine. It would have been an exciting car, but was canceled by the Product Planners because of, according to their studies; there was no viable market. The Datsun 240Z was introduced two years later.*

*In addition to my work at Ford, I moonlighted on many race-car design, build and development projects. These all provided additional experience that allowed me to handle start-up projects like they were proposing. Some included designing a Vega pro-stock drag car, building, setting up and campaigning cars such*



Herb's show car, a custom Lola T-70 with my wing installed at the rear.

*for \$150. He installed it on a T70 Lola CanAm car that he was building as a show car.*

*End Sidebar*

After making introductions, Dick Vollmer with Herb and me in tow, went to the shop area in the rear of the building. Vollmer then proudly showed me the Bricklin "prototype" sitting in a far corner. It was a fiberglass shell off of the Gray Car molds sitting on saw horses. Four tires mounted on chrome wheels were standing in the wheel openings. A Chrysler slant six mounted to a K-member was positioned in what was to be the engine compartment. At the opposite end of the shop was a clay model that Herb and his modelers Jim Fritch and Roy Roy were beginning to sculpt. Like most moonlighting jobs in the auto industry, the Bricklin clay model was being done at night by men who had full-time jobs. Other than viewing some of Herb's superb sketches, this was all the information I had on the Bricklin.

Upon returning to Herb's office, Vollmer explained to me that they needed someone to "connect the dots" based on what he had just shown me. They needed a drivable prototype to use for testing and for raising funds. Evidently, the Gray Car, which I hadn't seen, was a "running" car. Among the many problems it had was that the car couldn't make it around a city block without overheating. Also the front tires pointed in the wrong directions when they were steered for making a turn, or the outside

4

*as a Formula Super Vee, Formula Ford, M1A McLaren CanAm car, AJ Foyt's 1972 Indy Car and an IMSA Mustang.*

*In 1972 I founded AVC Engineering. I envisioned that all race cars in the world would use wings, so I designed a wing that would fit most race cars. It measured 48 inches by 24 inches, had a built-in flap and an end plate at each end. Upon completing the design, I realized I needed it built. As a result, I took on Bob Urbant as a partner in the project.*

*Bob was a fabricator at Caron and Company, an independent shop in Dearborn where prototype work and small production runs were made, one of which was the nose for the Plymouth Superbird and Dodge Daytona. I met Bob during the build of the*

*World Car that I just mentioned. I brought up Bob's name because he was to become a main character in the build and development of the Bricklin car.*

*Once we finished with the wing, I toted it to Ram Chargers to see if they would be interested in it for a customer or for one of their race cars. On the way in the door at Ram Chargers I ran into Don "The Snake" Prudhome as was on the way out. Don asked me what "it was and what did it do?" After giving him a short education as to the benefits of a wing on a drag car, he then asked me what I wanted for it. I responded with \$300. "That's too much." and he continued on his way. So much for The Snake to be the first to use a wing on a Top Fuel dragster! All was not lost, though. Later I sold, or gave, the wing to Herb Grasse*

wheel pointed in more than the inside wheel. That was in September 1972.

I agreed to do a package layout, or a drawing showing a three-view outline of the car with a passenger, steering wheel, pedals, engine and wheels “packaged” inside the body envelope. To help me with the project, I enlisted the help of a designer friend, Bill Borrusch. And, of course, it had to be done immediately, which was always the case with Bricklin.

Because my Hamilton drafting table was too small to lay out a full-size car, we did the job in Bill’s basement on his 4 x 8-foot drawing board. We then spent a week of evenings laying down lines of the Bricklin sports car, making sure the manikin—template of a 95-percentile male—would fit within the Bricklin profile.

We had to make a lot of assumptions simply because there were very few details supplied to us. Other than the exterior dimensions of the Gray Car, we had no information on such items as the engine, transmission, seats or tires. Consequently, we proceeded by guesstimating using Ford components. After a week of evenings and the weekend bumping into each other as we moved from one end of Bill’s board to the other laying down lines, we finished the first engineering drawing of the Bricklin. This was just before Thanksgiving, 1972.

Bill ran off a blueprint of our

drawing on Monday. I then dropped it off with Herb. Malcolm was scheduled to come into town sometime that week to take a look at it. My guess is that this was the first time Malcolm ever seen an engineering drawing, let alone studied one. But I was waiting to hear back from Herb or Vollmer about what Malcolm thought.

Herb called within two days to tell me that Malcolm was excited. First, he could actually make out the shape of the car and see a hat on the manikin! That and it didn’t stick through the roof of the car! No one could wear a hat in the Gray Car. Vollmer

matters, one of which was a full-time job with Bricklin . . . no details yet. This would be a big decision as I, like many of my friends, had a young family, a good job at Ford and bills to pay. Giving up the security I had at Ford to go with a new car company was a big decision. I knew from Herb and Dick Vollmer about some of Malcolm’s previous business enterprises. These included the Handyman Hardware stores in Florida, Lambretta motor scooters and the Subura car. All I knew about these cars was seeing new rusting Subaru 360’s sitting on lots in the Detroit area. None of these were very good signs.



The Gray Car was not much more than a Hollywood studio prop. Despite all of the faults it had, the Gray Car was very important. Malcolm had something to show the bankers in Philadelphia to get initial funding for the Bricklin project.

called the following day.

#### **Job Offer**

After about a week following Herb’s call, Dick Vollmer called to ask that I meet with him at Herb’s Romulus office. At that meeting we discussed a few

But after discussing the project with my wife and the urge I had to do something significant with my engineering skills, I accepted a job. I would be the Chassis Project Engineer for Bricklin. And knowing that car bodies don’t automatically appear on to

a chassis, I strongly suggested to Vollmer that he also needed a body engineer. Following my recommendation, Garth Dewey, also a Ford designer, was hired, thus the beginning of the Bricklin Engineering Department!

Systems involved in my responsibility included the frame, suspension, steering, brakes, engine, exhaust, transmission, driveline, fuel system, electrical system, driver controls and climate-control system, I didn't have to deal with the gull-wing doors . . . so I thought!

### The Adventure Begins

On our first workday in January, 1973, Garth Dewey and I began by building two 4 x 8-foot drafting boards. We set them up in one of the front offices, Herb in the first room, Garth and me, the Engineering Department, in the middle and a conference room at the back. What with the drafting tables and a couple of file cabinets crowded into the room, Garth and I had difficulty moving around our boards without bumping our back sides into each other as we worked from one end of our drawings to the other. Regardless, we started laying down lines.

In my first meeting with Malcolm I asked, "What is your target price for the car?"

Malcolm responded, "Sixteen!"

I said, "Great, we can do a really great sports car for \$16,000."

Malcolm hit me with a real zinger by saying, "No, that's \$1,600!"

July 2011

Uh oh, my first thought was that this guy doesn't have a clue as to what the cost is to build a car. Consequently, I forget the IRS (independent rear suspension), four-wheel disc brakes, aluminum panels . . . all of the features that would make a world-class sports car. I then immediately scaled back my dreams and went to thinking about more of a conventional setup. This was even though, I knew the car couldn't be sold at the \$1,600 price Malcolm envisioned, let alone built for that price. But at this point of commitment I had to try by using off-the-shelf basic components. As with racing and performance cars I had built or set up, the parts could be used to maximum performance. But we needed some components to start with.

Fortunately, shortly after GM turned down Malcolm's request to purchase the small-block Chevrolet, he was able to work out a deal with AMC. The agree-

ment was even better because it included the authority to purchase not only engines, but also transmissions, axles, just about any part or assemblies we needed. Garth and I were given contacts at AMC that would supply any drawings we needed. We now had available hard parts.

After I reviewed all AMC products, the Gremlin was the car I settled on for most chassis parts. This included the Gremlin front and rear suspensions. The AMC engine I chose was the 360 V8. Behind it was the compatible driveline. These components included the Chrysler 727 TorqueFlite three-speed automatic transmission or BorgWarner T-10 4-speed and a Dana 20 rear axle.

When doing my preliminary design, I was faced with a dilemma with this front suspension. It used a spring on the upper con-

Continued on page 9



Yep, that's me doing the first Bricklin chassis. Garth and I had to plow ahead in our little room with what little information we were given.



# BRICKLIN

## WHAT? -- WHY? -- WHEN?

By: Daniel Knoblock Vin 2252  
Sterling Heights, MI

All good questions when you bring up the name Bricklin. It's what I said twenty years ago when I was first introduced to the car by a friend of my wife, Bob Labadie who had two of them. I hadn't even heard of one and here he had two. I thought the car was absolutely beautiful and unusual. Bob is the type of guy that enjoyed sharing his love of the car with others and allowed me to drive one of his in local car shows and right from the start I found out how fun it was to have a unique car even though my first time out closing the door on passenger side it shut too fast shattering the window all over my 5yr old daughter. The beginning of learning about the many quirks of the car, like the heat issues at the Dream Cruise. The interior compartment heat was like being in a furnace and over heating of the engine if not watched. The comments from the crowd as you drove by; there's a kit car; it's a Delorean; what's that?? But none of that deterred me from still having a fascination with the car. I would say because of Bob and his Bricklin, an orange one that he would let me take to Dream Cruise in Michigan really is how I become a lover of both the car and the Cruise.

My son Danny being epileptic isn't allowed to drive but also loved the styling of the car - specially one that Bob had re-done by Bob Hoffman. He had ground affects added to the car which



Daniel and his son, Danny, and their Bricklin - #2252

is red and I thought that really set the car off - made it look like it had a little wider stance and even gave appearance of being somewhat lower. I thought if I ever get one I'm surly doing that to mine. Danny became a true fan of classic cars and pestered the heck out of me to get one, but as everyone knows raising two kids isn't cheap and it didn't make sense to spend money just that way. I always told Danny that when Grandma passed I would make that one of first purchases from any inheritance.

Well unfortunately Mom passed last August and Danny waited a whole 3 weeks before reminding me of my promise to look for a classic car.

Even though I grew up as a Mopar fan when it came time to look for a classic I put Danny on the task of looking for a Bricklin. He started searching the web and just about every day he would say I found one here or he found one there but none seemed that nice or spoke of defects that needed to be correct-



Engine bay of #2252

8 ed or asking too much for what I considered rough condition. Finally after about 2-3 weeks of everyday searching I came home to him all excited saying "I found the right one". He pulled it up on the web site and sure enough it looked really nice. It was orange and the pictures showed that most of the panels looked to be good fit - only thing I could tell was some cracks but owner said it was clean. Talking with the current owner who was someone that collected cars powered by Ford. He had three Sunbeam Tigers of which he sold one of them month earlier - a Pantera and then the Bricklin. He said that of all the cars he had, including the Pantera, the Bricklin drew the most attention when he took it out.

I was nervous, never having bought something of this amount as the car, site unseen. The Bricklin was located in Kansas City Missouri; I decided that

everything seemed right on this deal and that fate had delivered me and my son's dream. Now the fun part the car sits in Missouri and I live in Michigan. The owner offered delivery but that would mean the Bricklin probably wouldn't make the final car show in Mt Clemens, Michigan which Danny really wanted to make to show it off to our friend

Bob.

Seeing that fate had me on vacation I suggested that Danny and I could go and get it. It would take about 2 and half days to get there and back and we would make the show. Two guesses what we did. It was a long trip but getting there and seeing the car and how perfect it was and how happy the owner was that he was selling to someone that really did appreciate the vehicle - taking pictures of handing over the keys and shaking hands as we loaded the car on a trailer which I think made him happy also. Thank you Jim Nance for the great deal.

Returning to Michigan the first place I stopped was Bob Hoffman's to see what he thought. Getting his approval made me feel even better. While at Hoffman's, I also set up appointment to, you guessed it, get the ground affects. Having those added I think made the car into what I had always liked. I ab-



# BRICKLIN DESIGN

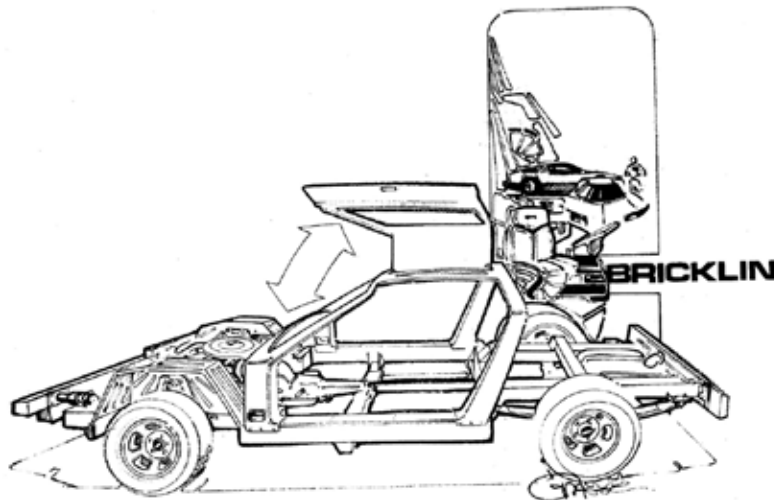
Cont'd from page 6

solutely love the look and think this has got to be one of the best purchases I have ever made.

Now anyone that has the original Ford motor knows it's not very powerful and with a car that looks as sporty and fast as this does the next step was adding power. Being lucky again I was told to talk with a former Ford racing expert John V from Total Performance in Mt Clemens Michigan. Being retired he only takes on a couple special projects or friends cars. But he liked the idea of working on a car he hadn't yet, in his illustrious career. Again fate was smiling on me cause he basically turned the Windsor 351 into a Cleveland 351 - wow what a difference! Now it's a sports car that will never leave the family. All the work managed to be done just in time to be the drive off car at my daughters wedding.

Then our first meet in Kentucky - wow what a nice bunch of guys and fun to see what everyone did on their rides. Some purists and some radical but all head turners. I'm glad to now be part of the club and even though I don't have the time to go to many meets I will go to as many as possible as I found it quite interesting and fun even if it was hot as heck in Kentucky. Also I have to mention Danny definitely got a kick out of Stewart. Thanks to all of you and hope to talk or get with everyone again. Anyone wishing to contact me I would love to keep in touch.

**BI**



Herb's rendering of the Bricklin chassis shows the driveline, bumpers and the body structure, or birdcage, installed.

control arm, a setup used only on unit-body cars such as all AMC cars and unit-body Fords such as the Mustang. This forced me to design spring towers that attached to the frame, which crowded the engine compartment. But knowing the Trans-Am Javelin and Mustang race cars were very successful using this design, I wasn't deterred.

With drawings in hand, we started laying down lines. In the design process, we began developing several hard points, or points the body surface had to maintain to ensure sufficient clearance. Because it affected both the exterior and interior, Herb needed this information. He and his modelers needed these points while modeling the final version of the car. Herb was given strict orders to maintain the surfaces of the Gray Car. As a result Malcolm was introduced to the real world of automotive design. And Garth and I were introduced to the possibility of

not having jobs.

Dick Vollmer had an impossible job to do. He had to explain that the engine air cleaner and radiator would stick through the hood of the Gray Car. This was but one of the realities Dick had to explain to Malcolm, which explained why he seemed to be nervous most of the time. And, no, we couldn't leave off the air cleaner and cut off the top of the carburetor to provide clearance to the hood as was done on the Gray Car. To make things worse, Vollmer had to explain that and the tires would be outside the fenders if changes weren't made. The good news is Malcolm reluctantly agreed, thus the bulge in the hood and the large fender flares in the production car. There were other styling changes Herb and I would have liked, but they weren't necessary.

Look for part 2 in the next issue of The Brickline **BI**

# The Mystery of 'New Brunswick' SOLVED!

By: Smoky Panepinto VIN 1302  
Perkiomenville, PA

In 1973 I was a student in college. I was obsessed with cars, and as pre-publicity about the evolving Bricklin project appeared, I grew more and more curious. I made sure I stayed up to see Malcolm and the car on a late night talk show after seeing a commercial about it. I was hooked when the doors opened as the headlights tucked themselves back into the body simultaneously. It took until 1976, but I found a way to buy a B - # 1302 (Suntan), and I continue to love that car to this day (as does my patient wife, thankfully!).



They found it!! Smoky at the Entrance to the old Bricklin facility  
If you look hard, you can almost see the old "BRICKLIN" name  
(thanks to Smoky & Photoshop)

10 Since those early days and for the 35 years since, I had always heard the term 'New Brunswick,' and less frequently, 'Saint John' as the location of the actual factory facility where the car was made. Over the years I lived a life not unlike many of my generation: found a spouse, bought a home, then sold it for another (the home, not the spouse!), raised a family and spent a varying number of years as an ambulance volunteer, baseball coach, etc. When the family took a week's vacation to Detroit in 2000 (I know; 2nd prize would have been an extra week there...), we visited the usual automobile sites – the Henry Ford Museum, etc. What a rich history there is for auto enthusiasts to cherish!

What had gnawed at me for years, though, became more haunting after the Detroit trip:

I owned a special car, but had very little idea of SPECIFICALLY where it was created. Ferrari has Modeno, Ford has Dearborn, GM has Detroit and Pontiac, heck – even Studebaker had South Bend. Where did Bricklin have? Only a Canadian Province, 'New Brunswick' -- because there had been no appropriate facility available in the US at the time, as the story goes.

In 2008 we took a trip to the Windsor, Ontario area, where the '351 Windsor' engine was made. Because my B is a '75, this was relevant to me. The Canadian National Transportation Museum is near Windsor. Readers may recall an article about the museum and a Bricklin on display there in the Brickline. Ironically, we toured the museum on the very day of a ceremony marking the closing

of the Windsor engine plant!

The museum staff had very little knowledge of the Bricklin; in fact, I found myself explaining many particulars about the car's history to the curator and others there. What I quickly learned on that visit was that the entire "Bricklin" experience became a painful one for the people of Canada, and in particular the people of New Brunswick, as over \$24 million of Provincial funds were lost in the eventual bankruptcy. They would rather erase its memory than commemorate it.

But, that trip added to my curiosity about the actual location of the Bricklin plant. As 2010 approached, my wife and I decided to take a truck-camper trip through New Brunswick and Nova Scotia.

The trip, we decided (no; make that I decided), would include locating the site of the "Plant". We weren't sure if it would now be an exit ramp, a parking lot, or a building re-constructed as something entirely different, but we were determined to find it (or, at least I was).

Those of you on the club's 'autox' email list may recall my plea from earlier this year, asking for any information from the club about where the plant was. Stuart Zukrow got back to me with info that it had been in an industrial park – Grandview Industrial Park, and Steve Grant, who lives in New Brunswick, wrote that he knew where it was, but did not know the address. He also wrote of a stage production about the saga of the B called "Bricklin," that was being presented in Frederickton this (2010) summer season.



Bricklin Plant Offices

Numerous e-searches yielded a location for the Grandview Industrial Park just southeast of St. John. I contacted the New Brunswick Provincial Tourism

office; however, no-one there knew where the actual plant was. Apparently it wasn't a hot destination! How could that be??

11

We embarked on our sojourn only cautiously confident that we would find the site, hoping that the Visitor's Bureau or SOMEONE in the area would know. At the border, however, the Visitor's Bureau staff, though cordial and helpful, knew less than we did. I should have looked up Steve Grant!

Using our trusty map and (borrowed) GPS, we had a location for the industrial park. It is still there, but there wasn't a beacon pointing the way to the hallowed ground we were seeking. We stopped in the first building we found that had a customer entrance (remember,



The Bricklin Plant

Continued on page 18

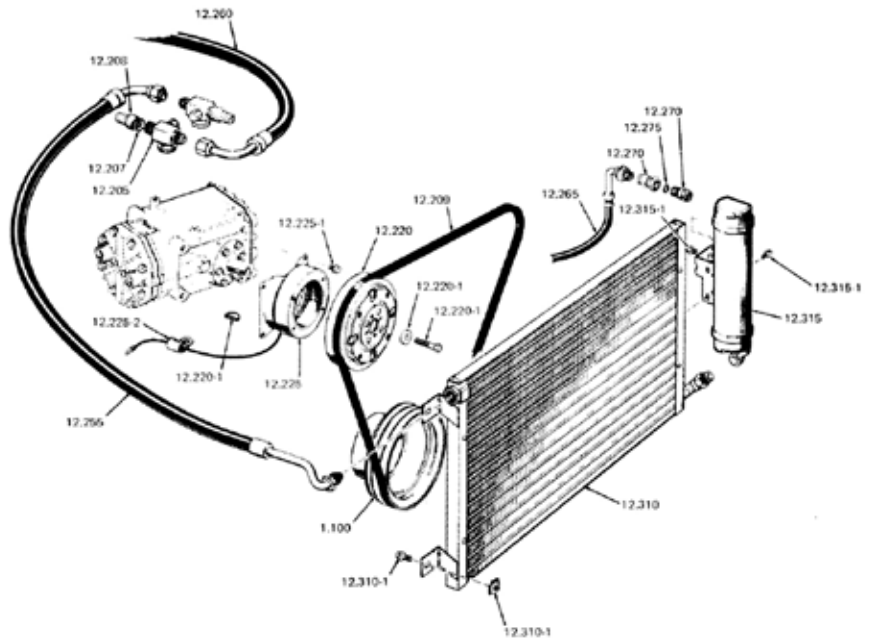
# AC Repair

By: Scott Isensee VIN 1168  
Austin, TX

On a recent drive in my 1975 Bricklin, it started making an awful noise under the hood and the AC wasn't blowing as cold as usual. Lifting the hood, I could tell the noise was coming from the AC compressor.

My first step in troubleshooting was to check for leaks and top off the Freon. A low Freon level will sometimes cause a compressor to make noise. There were no leaks and the Freon level was good.

I put a stethoscope on the compressor and could tell the noise was coming from there, but I couldn't tell for sure whether it was coming from the compressor or the AC clutch. I took off the AC belt and the clutch spun freely. It didn't seem to have bad bearings, but, since a clutch is far easier to change than a compressor, my next step was to remove the clutch and



AC system

check it out carefully.

I bought a spanner wrench to hold the clutch in place while taking the bolt out of it. A spanner wrench has three tabs that fit into indentations in the clutch face to hold it still. You can't use the AC belt to hold the clutch in place because the outer ring of the clutch spins independently from the center section. Many auto parts store loan out tools like spanner wrenches, if you don't want to buy one. Alternatively, you may be able to energize the magnetic hub to hold the clutch in place rather than using a spanner wrench.

With the spanner wrench holding the clutch face still, I used a socket wrench to remove the single bolt in the center of the clutch. The clutch is press fit onto a shaft so the next step was to pull it off. Unlike most

compressors, the AC compressor on the Bricklin doesn't require a special puller to remove the clutch. You just screw a 5/8" bolt into the center of the clutch to slowly jack it off the shaft. Use the spanner wrench again to keep the clutch from turning. After removing the clutch, I inspected and all looked good. The most typical point of failure on a clutch is the bearings. If it spins smoothly and there is no noise, the bearings are good.

Now, as I suspected all along, it was clear the compressor

12



Mechanic's stethoscope



AC Clutch wrench



AC Clutch for the York Compressor

was the problem. The York compressor used on the Bricklin is very common. It was used on many makes and models of cars for many years. It was especially common on Fords. I have had bad luck in the past with rebuilt compressors. They often leak at the main seal. Since brand new compressors are readily available and fairly inexpensive, I looked for a new one. The AC compressor on the 1975 Bricklin is a York T210L. After a little research, I found that a Four Seasons 58064 is a new, direct replacement for the York compressor. It looks identical to the original compressor other than the fact it is bare aluminum rather than painted black. I found one for \$158 on Ebay. A seal is required on each of the output ports of the compressor. This is an o-ring made out of a material appropriate for use with

Freon. The part number is Four Seasons 24610. The Bricklin service manual refers to these o-rings as service valve gaskets.

I decided to replace the clutch as well. Even though the old one was still good, I didn't want to take any chances on having it fail at a later date. The clutch is a Four Seasons 48812. I was unable to find a new one anywhere so I

bought a rebuilt unit. There are several styles of clutches for the York compressors and only this one fits the Bricklin so make sure you get the right one. Many cars use a two pulley clutch, but neither of those pulleys lines up with the belt on a Bricklin. The Bricklin AC clutch has a single pulley with a balancing weight behind it.

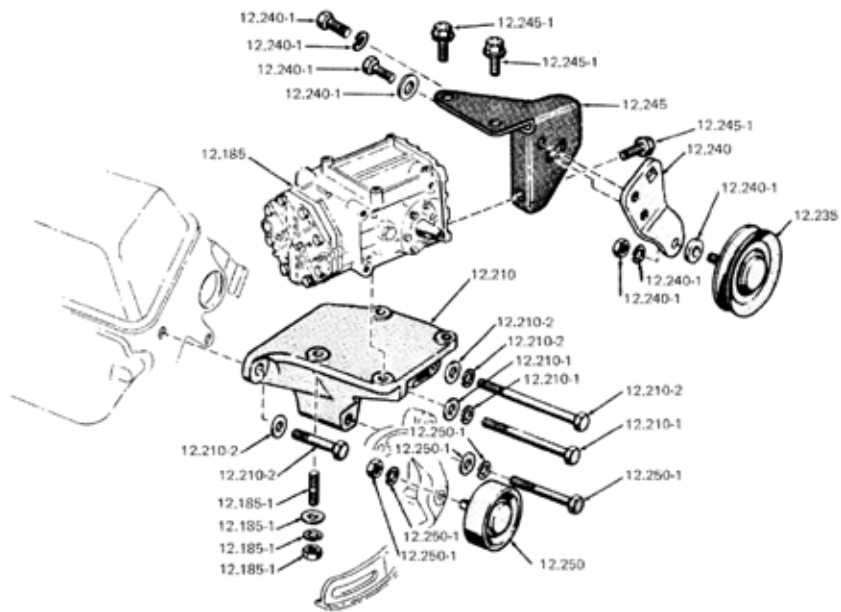
The AC system needs to have oil mixed in with the Freon to lubricate the compressor. The Bricklin AC system should have 7 ounces of oil. Most new and rebuilt compressors come with oil in them, but not all do, so you need to check by opening the access plug on the side of the compressor and fashioning a dipstick to measure the oil level. *(ED. What I've done in the past is to pour out the oil in the compressor and then measure 7*

*oz. and putting it back into the compressor.)*

I bled the Freon from the system. Once the system was empty, I removed the hoses from the compressor. Unlike many cars, the Bricklin engine has the AC compressor right up on top where it is relatively easy to get at. Despite that location, some of the bolts were in tight spots and take some work to remove. After some skinned knuckles and use of language intended to intimidate ornery bolts, I got it free.

It is best to minimize the amount of time you keep the system open to the air since moisture may gather in it and moisture is very bad for AC systems. There is a receiver/drier in the system that many people recommend replacing when you open the system up. Since the receiver/drier isn't readily available for the Bricklin and since I was going to button the system back up quickly, I left my old one in.

I placed the new compressor in and tightened down the mounting bolts. Next I bolted the new clutch onto the compressor. Note that I waited to mount the clutch until the compressor was bolted in. That's because you have better access to the compressor mounting bolts without the clutch in the way. Use that spanner wrench again to hold the clutch from moving while tightening the center bolt. You won't want the bolt too loose or too tight so it is best to use a torque wrench. It should be torqued to 20-30 foot



AC Compressor mounting

level. This indicated there were no leaks in the system. If there had been a leak, it would need to be fixed before Freon should be added. I then ran the vacuum pump for another 45 minutes just for good measure.

Now, it was time to add Freon. I kept my system running R12 as it was originally designed for. Many folks are converting to R134 these days since that is cheaper and more environmentally friendly. If you decide to convert to R134, you need to flush out your AC system, put in a different type of oil and make sure seals are of the appropriate material for R134. It is slightly less efficient so your AC system won't run quite as cool and it leaks a little faster because it has smaller molecule size and the hoses in our Bricklins were not designed for it. If you don't have your

14

pounds.

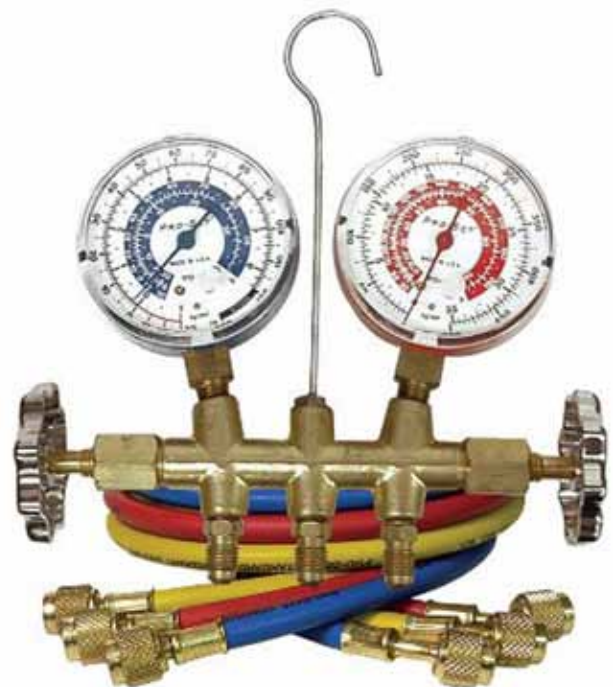
Now I put in the o-rings and tightened the hose fittings down on the compressor. The two hoses must go to the same connections they were on originally.

I placed the belt on the clutch and adjusted it for the appropriate amount of tension.

Next the system needed to be evacuated. This draws most of the air out so that the system can be filled with Freon rather than air. This also serves the purpose of drawing out any moisture that may have accumulated in the system. I borrowed a vacuum pump from a local auto parts store. The pump needs to be run for at least 45 minutes. It attaches to the suction (top) fitting on the compressor. I connected the pump through my R12 manifold to the compressor.

The gauges show vacuum as well as pressure so I was able to verify that the max vacuum level had been reached and maintained.

After the system had been evacuated, I turned off the pump and closed the valve on my gauge. The gauge continued to read the vacuum level. I wrote down the reading and left everything sit for the night. *(ED. You don't need to wait over night, 15 to 30 minutes should be enough to see if you have a leak.)* In the morning, I verified that the gauge still read the same vacuum



AC manifold gauge set



## A Little Humor

own supply of Freon (either R12 or R134) you may need to go to an AC shop to have it added.

The Bricklin AC system requires 2 pounds of R12. I connected my Freon tank to the suction side of the compressor and let it fill until the pressure stopped changing on my gauge. Then I started the engine and ran the AC on full letting it continue to suck in Freon until it had 2 pounds. One way to measure this is to weigh your Freon tank. Another is to watch the sight glass. When the bubbles stop and the liquid Freon is running clear, it is full. A third technique is to use the high and low pressure readings from the table in the Bricklin service manual to determine when the freon level is correct.

I took it for a test drive and luxuriated in cool AC and the satisfaction of a job well done.

**BI**

## A Little Humor

### Men!

One day my housework-challenged husband decided to wash his sweatshirt. Seconds after he stepped into the laundry room, he shouted to me, "What setting do I use on the washing machine?"

"It depends," I replied. "What does it say on your shirt?"

He yelled back, "University of North Carolina."

And they say blondes are dumb.

### Engineer and a Lawyer

An engineer dies and reports to the pearly gates. St. Peter checks his dossier and says, "Ah, you're an engineer -- you're in the wrong place."

So, the engineer reports to the gates of hell, and is let in. Pretty soon, the engineer gets dissatisfied with the level of comfort in hell. So he starts designing and building improvements. After awhile, they've got cold air conditioning, running water, flush toilets and escalators, and the engineer is a pretty popular guy.

One day, God calls Satan up on the telephone and says with a sneer, "So, how's it going down there in hell?"

Satan replies, "Hey, things are going great. We've got air conditioning and flush toilets and escalators, and there's no telling what this engineer is going to come up with next."

God replies, "What??? You've got an engineer? That's a mistake -- he should never have gotten down there; send him up here."

Satan says, "No way. I like having an engineer on the staff, and I'm keeping him."

God says, "Send him back up here or I'll sue."

Satan laughs uproariously and answers, "Yeah, right. And just where are YOU going to get a lawyer?"

### Blonds and Brunetts

Two bowling teams, one of all Blondes and one of all Brunettes charter a double-decker bus for a weekend bowling tournament in Brisbane.

The Brunette team rode on the bottom of the bus, and the Blonde team rode on the top level. The Brunette team down below really whooped it up, having a great time, when one of them realised she hasn't heard anything from the Blondes upstairs. She decided to go up and investigate.

When the Brunette reached the top, she found all the Blondes frozen in fear, staring straight-ahead at the road, clutching the seats in front of them with white knuckles.

The brunette asked, "What the heck's going on up here? We're having a great time downstairs!"

One of the Blondes looks up at her, swallows hard and whispered, YEAH, BUT YOU'VE GOT A DRIVER."

**BI**

# Bricklin International 2011 Western Meet – Monterey, CA October 19th – 23rd, 2011

Make your Hotel Reservation before 09/20-ask for the Bricklin special rate Queen Bed(s) - Partial Ocean View - \$119.00 Wed & Thur, \$129.00 Fri & Sat (\$10 less each night for Garden View Room)

**Best Western Beach Resort  
2600 Sand Dunes Dr.  
Monterey, CA 93940  
Reservations: (831) 394-3321**

Rooms are from \$109.00-\$129.00 per night depending on one or two beds & room configuration plus local tax. This is a small property and we have only blocked 10 rooms based on past attendance so "out-of-town" guests should register early.

You must specify/ask for the "BRICKLIN" group reservation!

Registration will be \$30.00 flat fee for the meet. Please note that participants with or without vehicles must pay the meet fee. The funds go to support the costs of putting on the meet with any surplus going to Bricklin International for the support of the Brickline magazine.

-----Cut here and send registration information below-----

Name of Attendee(s): \_\_\_\_\_

16 Home Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Telephone: Area code: (\_\_\_\_) \_\_\_\_\_ E-mail address: \_\_\_\_\_

If driving your Bricklin, please provide your VIN#: \_\_\_\_\_ Color: \_\_\_\_\_

What date & time do you plan to arrive? \_\_\_\_\_

Registration for the meet \$30.00

Detailed meet agenda can be found on:

**<http://www.bricklin.org> & <http://www.californiabricklinowners.org>**

Make check payable to "California Bricklin Owners" and send to Meet Director: John C. Worsley:

**John C. Worsley  
3221 Northwood Rd.  
Sacramento, CA 95821**

**Phone ( 916) 481-8321  
Telephone (916) 481-8321  
E-mail: [jcworsley@lanset.com](mailto:jcworsley@lanset.com)**

# Bricklin International 2011 Western Meet

## Tentative Meet Agenda October 19-23rd 2011

Websites of interest:

Monterey Visitors Guide website: <http://www.monterey.org/visitorinfo.html>

Monterey Bay Aquarium: <http://www.montereybayaquarium.org>

17-Mile Drive: <http://www.pebblebeach.com/activities/explore-the-monterey-peninsula/17-mile-drive>

Carmel Visitors Guide Website: <http://www.carmelcalifornia.com>

Arrive Wednesday (10/19) and gather at 6:00pm in the meet director's room and go to dinner.

### Thursday - Oct 20

After breakfast we will have beautiful road trip down the Pacific Coast Highway to have lunch at Nepenthe, in Big Sur. The restaurant has seating that looks out over the ocean providing quite a view. After lunch and lazing around enjoying the views we will head back to Carmel for more sightseeing and shopping if desired, or you may enjoy the beach by our hotel. Dinner at The Forge in the Forest/The Country Store.

### Friday - Oct 21

Breakfast then depart for the world-renowned Monterey Bay Aquarium & Cannery Row/Fisherman's Wharf area. If you don't plan on entering the aquarium you are free to enjoy the Cannery Row & Fisherman's Wharf areas if desired. Admission ticket cost for the aquarium:

Adults - \$29.95

Children (3-12) - \$19.95

Seniors & Students - \$27.95

After our visit to the aquarium we will depart for the famous "17-Mile Drive" on the Monterey Peninsula. If you have ever watched the televised golf tournaments held at Pebble Beach CA, then you have likely seen shots of the golf course with the ocean in view. 17-Mile drive winds through the peninsula and around the golf course.

Gate/admission fee: \$11.00/car

### Saturday - Oct 22:

Breakfast at hotel, then rest and relax if desired enjoying the beach or do more sightseeing in the Monterey / Carmel area.

### Sunday Oct - 23:

Breakfast at the hotel, say our goodbyes then depart for home

# New Brunswick

## Continued from page 11



Sign for the new company in the old plant

18 this was an industrial park) and I went in and asked. An older man at the counter had no idea about the location, but 'had heard it was around here.' Interestingly, a young man of about 20 overheard the question, and enthusiastically gave me directions to a building nearby. He said it was now the 'Clow' building. I thanked him and we went around a corner, and found "it!" -- an attractive facility with a glass-fronted entry, and a façade of brick and cast concrete panels. There is a 4-or 5-bay loading dock, and a large fenced parking lot, undoubtedly used 'back in the day' for employee parking and as a holding area for completed cars ready for shipment to the eager dealers.

Mention of the Bricklin is not always welcome in New Brunswick, given the financial disaster that resulted from it.

Regardless, I had taken the risk of wearing my orange Bricklin shirt that day, and am glad I did. As I busied myself taking pictures out front, and while I debated going inside to try and confirm whether this was indeed the site, a well-dressed man came outside to talk. He had seen my Bricklin shirt from his office, and knew why I was there! He said I wasn't the first to make the pilgrimage.

He was Rick Benoit, Clow Canada's National Sales Manager. We had a great visit, and he explained that yes, this was indeed the former Bricklin plant. After laying vacant for some time after Bricklin, he said, it had housed a school bus manufacturer. It was then leased (and since then, purchased) by Clow Canada, a major manufacturer of fire hydrants. The building is largely as it was in the 1970's, though

an undercarriage 'pit' in the floor has since been filled in.

He seemed to genuinely enjoy the notoriety that the building has due to its ill-fated automotive heritage. I commented to him that it could easily become a place for B owners to visit and savor. (I thought later that I should have suggested he, as the National Sales Manager for Clow, could drive a Bricklin as a way of drawing attention to Clow...).

For those of us who are interested, the address of the Bricklin factory was: 245 Industrial Drive, St. John, NB E2R 1 A4.

Mission accomplished, with special thanks to Stuart Zukrow and especially to Steve Grant ...and to Rick Benoit for his cordial welcome and confirmation of the site.

We, the members of BI work hard to preserve the actual vehicles we love. We all need to be as diligent in developing and preserving their heritage. Go to New Brunswick; it is a marvelous region to visit. St. John is a vibrant, fun community - and the 'B' plant is definitely worth seeing!

**BI**

# *In Memory of Kim Jan Madsen* (1956 - 2011)

By: Jim Wajda VIN #1132  
Cement City, MI

I was shocked with the passing of Kim Madsen. He was a great guy and we spend two afternoons together talking about Bricklins. I knew he had been sick but he assured me that he was feeling better and was very busy working his Corvette Business. He really was there at the beginning of the Bricklin saga. Working on the first 200 cars putting in the water removal system into the Bricklin; that basically was drilling holes into the floorboard so the water could exit!

He let me drive his prize Green 4 speed car that was just a cool car. Just like my old car in High School. Far from perfect but fun to drive and of course GREEN! He took me to his house and showed me his other cars in various states of repair. He was just a nice guy that really loved the car.

Malcolm had taken Kim under his wing and when Malcolm moved to Scottsdale Kim followed. He packed up all the parts in New Jersey and set up shop in Scottsdale. He was sent out to various dealerships to repair the car while General Vehicle was still in business. After the bankruptcy, he helped the court liquidate the leftover cars. This included completing some of the cars that were in various stages of repair and helping the court sort through the mountain of parts.

He told me about Prototype 5; The Red 4 speed he built for a man in the Scottsdale area in 1976. He wanted a red car and wanted a



Kim and his toys

4 speed so he built one using left over parts. He pulled the 4 speed unit from an old AMC Javelin in a wrecking yard. I don't remember what he said about the engine but the frame never had a serial number because it was a frame they pulled off the assembly line to use as an engineering platform when they were in New Jersey. When they moved the operation to Scottsdale; that frame and several others found their way out West. Kim used the Prototype 5 label to get the car titled, he knew that the other Prototype 5 car had been totaled and he created a VIN plaque for the title work and Arizona inspection for the newly created Red 4 speed. It worked and the gentleman enjoyed the car for several years until he sold it to a gentleman in Tucson.

As you know that car went onto create quite a bit of controversy! Was it real or was it a fake? There

was only one known Red 4 speed made and this one appearing on eBay brought to like a possible second. Great story and another chapter in Bricklin lore,

When Kim appeared in the Brickline in an article I wrote about his experiences. He liked the article but hated the Picture!!! He felt he looked to old. However, he looked great to me. He will be missed.

**BI**

19

# TWO SEATS - UNCONVENTIONAL BODY CONSTRUCTION GULLWING DOORS

By: Bill Coulombe VIN #1361  
Sammamish, WA

(Or: How I bought the most impractical car ever.)

I can't imagine how the collector car hobby worked before the internet. The hobby must have been much more local; scanning the newspaper for a certain make or relying on word of mouth most likely were the norm. For the serious, Hemmings was most likely the only game in town for finding a dream car across the country.

I have Craigslist to thank for finding my most recent purchase. After watching an ad being continuously reposted over the course of a year, often with a lower and lower asking price, I decided to contact the owner through e-mail, leaving my name and number. I received a call back a few hours later.

Orphan cars are an anomaly. The majority of people may frown upon, be misinformed, or not even know of the orphan in question. At a car show, how much crap does the average Corvair owner get for it being "unsafe?" How many people ask a DeLorean owner when the car will be painted? If you saw a Hillman pull into the local cruise night, would you know what it was?

The mainstream just isn't my style. And the communities that own and operate orphans are usually tightly knit. Factory support is nonexistent. Often it's the tenacity and know how of



Bill's first look at VIN 1361

the owners that keep the cars on the road. I decided early on my next "collector" car would be an oddball, and most likely an orphan. I don't want to be the seventh guy at the cruise night with a '57 Chevy.

With that being said, what could be more nonconformist than a Bricklin SV-1?

After talking with the owner of VIN 1361 over the phone, I let him know I was serious and would be buying a plane ticket out. The worst case scenario: I fly down, find the car isn't all I hoped for, and have a little vacation down in California. He let me know he thought the car could make a road trip to Seattle. Shipping prices were cost prohibitive, especially considering the fun and adventurous alternative.

Nothing could be safer than driving a 35 year old car 1200 miles from L.A. to Seattle.

Upon first sight, I already saw some issues which needed addressing, but nothing too serious. There were some stress cracks in the original acrylic finish, most notably the roof panel. There was a small leak in the pneumatic system (which power the gullwing doors). If left overnight, the air pressure will be low. There is an onboard air pump, but it is unregulated and the on/off switch is located in the rear driver wheel well (the least practical idea ever - to turn off the pump you must exit the car, which in itself wastes precious air pressure). The fuel gauge fluctuated wildly, and only gives a general idea of how much gas is left until empty. All small annoyances, but most importantly all addressable.

Before it sounds like I got myself into a money pit, let me say the mechanicals were all in fantastic running order. It couldn't hurt that the previous owner also owned an engine performance shop. Everything worked as it should. The engine ran like a champ and the transmission shifted without a problem. He warned me the tires held air but were old, and should probably be replaced before the journey.

After the test drive, I gathered my thoughts and offered slightly less than his asking price. Mostly to help cover the expense of new tires and a bit of the travel expenses. He accepted, so off to the bank we went to shock the tellers by withdrawing a couple thousand dollars. This was where the fun really began.

The now former owner really helped me out after the sale. I had to return my rental; he picked me up from the airport afterwards. He had replacement radiator hoses and an extra air tank, as well as a few other miscellaneous parts. He had called the tire place in advance so they would be ready to install replacements as soon as I arrived. It was nice to see the previous owner was dedicated to the car, and explained every knob function and idiosyncrasy of the car before I went on my way. It was starting to get dark as the tires were being put on, and we hit the local AutoZone to pick up some new wiper blades and a few other emergency roadside supplies. Before we finished, his wife showed up to take one last look at the car and

we said our final goodbyes.

My original plan was to run the Pacific Coast Highway through California, cruise the Oregon coast, and hop over to I-5 from Long Beach, WA. Common sense prevailed, and I decided I-5 would be the most practical route home.

Overall (and thankfully), the trip was uneventful. The first night ended at the Comfort Inn in Stockton, CA (just shy of Sacramento), and I awoke to partly cloudy skies. I avoided rain until I passed through Grant's Pass, but then it really began pouring down. Good thing I had new wiper blades. At this point I found the Bricklin wasn't entirely waterproof, due to a combination of 35 year old weatherstripping and lackluster fit and finish. Fortunately one of my AutoZone purchases was some painter's tape, which handily covered any area I deemed guilty of interior sogginess. I soldiered on. The rain stopped the moment I drove

over into Washington. It was surreal. I arrived in Longview, WA exhausted and frustrated. The seating position is not comfortable for a long drive.

A few days at a relative's house in Longview really helped to clear my mind, and ease my slight buyer's remorse. The final drive greeted me with nothing but sunshine. It's now parked in the garage, and I own VIN 1361.

(Since buying the car in February, I have been restoring VIN 1361. The restoration/modification is being documented at <http://www.mylifeonfourwheels.blogspot.com>.)

**BI**

21



# What they're up to?

## Bent window regulator

From: Thane Silliker  
To: Bricklins  
Subj: Bent window regulator

Is this typical for how the regulators bend?

This won't be easy to reinforce without limiting the rotation a little bit. Tight spot to weld on top of where the bend is, and to weld a little rod to the edges will limit rotational movement.

From: John T. Blair  
To: Bricklins  
Subj: Bent window regulator

Yes, that is typical of how the regulators bend. But they usually aren't bent that much.

22

I'd say that one is toast?

Why don't you purchase a new one from Terry with the reinforcement already done?

From: Thane Silliker  
To: Bricklins  
Subj: Bent window regulator

I have a NOS regulator in my possession that I bought a few weeks ago from Rich Haines.

I talked to John The Door Guy from Terry's shop and he told me of the modification. He offered to email me a pic of the modified regulator but it never came through.

I have a very good local welder that I trust to do the mod. It would be helpful to have that picture before I take it to him.

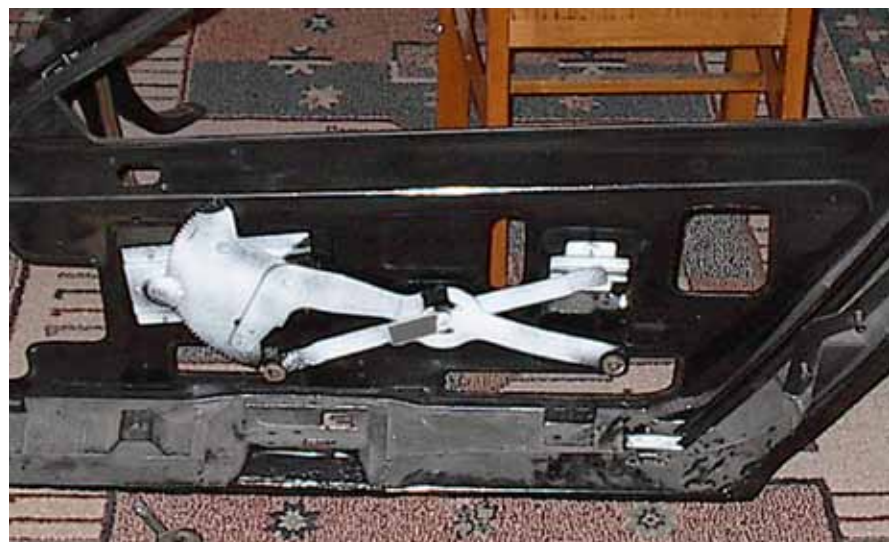


Bent Window Regulator

From: High Tech Coatings  
To: Bricklins  
Subj: Bent window regulator

That regulator is repairable. They are easy to reinforce without limiting rotation. I have done many, it is a simple job.

The modification is done on the side that is shown in the picture. Just straighten the bent part then weld a strap from the arm that is bent to the center pivot, It triangulates the bend and makes it much stronger.



Regulator with reinforcement in Grey near the center of the X



## Moving a Bricklin

From: Don Irwin  
To: Bricklins  
Subj: Solid mover

Many times I wish to move my Bricklins from their resting spots in the garage without starting them. That obviously means physical labor and it becomes a contest of 3500 pounds vs 135 pounds with little traction. These cars seem to be the hardest to push and if I am successful in getting them to move they only go about an arms length before additional resistance defeats my traction. Even with stock tires at correct inflation it is a real contest. I suspect the brakes drag more than usual, at least more than my other vehicles. Can anyone lend credence to my theory and suggest a correction. At least tell me if it is a "normal" thing with Bricklins.

From: John T. Blair  
To: Bricklins  
Subj: Re: Solid mover

Don,

Yes, pushing my car is very difficult.

For moving it in the garage, have you thought about the "skates" that Harbor Freight sells. You can get 4 for less than \$100 when on sale. They are metal platforms with 4 castors on each platform. You put one under each wheel and can push the car any place you want to.

From: Paul Nokes  
To: Bricklins  
Subj: RE: Solid mover

I agree, I have several sets for my vehicles and I could not manage my space without them. Excellent choice!!

From: High Tech Coatings  
To: Bricklins  
Subj: Re: Solid mover

Skates only work well on very smooth concrete, any dips cracks or roughness and it will be a bear to get moving, once moving they can handle some roughness but takes 2 -3 people to steer it, my floor is fairly rough and it take 2 people to get the cars around, sometimes it even takes a pry bar to get them moving on skates. This is the cheap Chinese skates with steel wheels, other more expensive ones may be better.

From: Don Irwin  
To: Bricklins  
Subj: RE: Solid mover

Thanks to everyone who responded to my inquiry regarding pushing my Bricklin.

I do have a set of the dollies from Harbor Freight and use them under any vehicle that does not have power capabilities, meaning I won't be driving it soon. However I do not use them on the Bricklins as I do drive them and don't want the hassle of removing them each time. Also, being a height challenged person, I constructed a

mezzanine in my garage that is tall enough for me to walk under and park the Bricklins under (doors down) but might be an added situation with a vehicle on the dollies as the vehicles are only four inches apart. We are a tight group in my garage.

I was thinking that our cars may have an inherent problem with brakes that do not fully retract. I believe they have single acting pistons on the front and may require periodic attention to make sure they can move away from the rotor after an application. The rear brakes could be adjusted loose but the automatic adjusters probably would soon tighten them up again.

I just needed to know how other owners felt about pushing their cars. I have a Chevelle and a Suburban that push easier than the Bricklins. I know, I just gotta stop doing that..

From: George Curley  
To: Bricklins  
Subj: Re: Solid mover

This is just another way in which Bricklins serve as exercise equipment--in addition to lifting the doors by hand. The Harbour Freight dollies work ok on my flat garage floor. You could also buy a cheap wench at Harbour Freight to help move the car around (<\$10). Jack the rear end up and turn the wheels by hand to check if your brakes are dragging. They should not drag.

**BI**

Classified - Cont'd from back wrapper

Welcome  
New Members

Archie Hedrick	#0736, #2819
Steve Litke	#1895
Mike McGee	#2442
Lowell Tonips	#1840
Doug Vanderhaar	#1732

BI

Misc. For Sale

**Brochures, signs, and pictures.**  
Send SASE for list. Scott Isensee, 10296 D-K Ranch Road; Austin, TX 78759 Isensee@aol.com.

**Literature for sale** - I have Bricklin original sales brochures and window stickers. Call, check my web site (www.autolit.com), or write with SASE for list. Specify Bricklin as I have literature for all cars/trucks/motorcycles, worldwide. Walter Miller, 6710 Brooklan, Syracuse, NY 13211; (315) 432-8282; fax (315) 432-8256.

**Wiring diagrams** - For the '75s. The wiring diagrams 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 diagrams of the electrical system. \$30 for the package sent via email, for hardcopy add \$10 for printing and mailing (club members get a \$5 discount). John T. Blair (Bricklin Wiring); 1133 Chatmoss Dr.; Va. Beach, VA 23464; (757) 495-8229 or email: jblair1948@cox.net

**Heater Blower Switch connectors** - Has the connector to your blower motor switch melted? Here's a replacement connector \$10 (Club member \$8) plus shipping. John T. Blair (Bricklin Wiring); 1133 Chatmoss Dr.; Va. Beach, VA 23464; (757) 495-8229 or email: jblair1948@cox.net

BI

24

**BRICKLIN RESTORATION AZ**

**"WORLD CLASS"  
BRICKLIN RESTORATION**

- **BRICKLIN MECHANIC**
- **IMPECCABLE REFERENCES AVAILABLE**
- **RACE & RALLY PREPARATION**
- **CUSTOM BRICKLINS**

**30+ YEARS EXPERIENCE WORKING ON  
BRICKLINS;**

**KIM MADSEN  
1129 E. CURRY RD., SUITE 7  
TEMPE, AZ 85281  
SHOP: 480.804.1484  
FAX: 480.804.2458  
HOURS:  
MONDAY - FRIDAY: 8AM - 5PM  
CORVETTERESTORATIONAZ@YAHOO.COM**

**The Bricklin SV1**



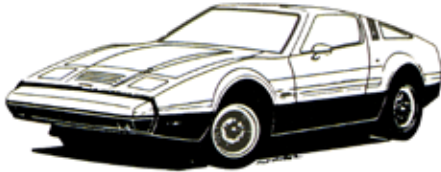
**\$94.95 for Safety Orange  
or Safety Red**

**\$194.95 for Founders  
Edition Safety Green  
signed by Herb Grasse**

**\$249.95 for Tribute  
Editions in Safety Suntan  
or Safety White signed by  
Herb Grasse (Pre-Order)**

**DIECASM  
www.diecasm.com  
877-343-2276**

## ***BOB'S BRICKYARD INC.***



### Services Available:

Original Parts, New & remanufactured  
Complete Restoration  
Customizing  
Insurance Work

**CALL OR WRITE TO BOB HOFFMAN**

*c/o BOB'S BRICKYARD, INC.*

1030 N. Hickory Ridge Trail  
Milford, Michigan 48380  
(248) 685-9508  
FAX (248) 685-8662

E-MAIL: BOBSBRICK@aol.com

## **JOHN'S BRICKLIN WORKS**

16754 E. AVE X SPACE 25  
LLANO, CA. 93544

[jwmartin37@aol.com](mailto:jwmartin37@aol.com)

(661) 435 4254

- **LARGE INVENTORY OF OEM AND AFTER-MARKET PARTS**
- **REPLACEMENT AIR DOOR PARTS**
- **NEWEST STYLE AIR DOOR SYSTEMS**
- **LOCAL INSTALLATION AVAILABLE**
- **NEW VDO VOLT METER**  
**REPLACES OEM AMP GAUGE**  
**WILL NOT BURN OUT**
- **NEW BURLWOOD PERFECT FIT DASH**  
**FOR ORIGINAL SIZE OR LARGER**  
**NEW STYLE RADIO FACE (DIN)**

**EMAIL OR CALL FOR PRICE LIST**

**BRICKLIN**  
**ARTS &**  
**SERVICES**  
OF VIRGINIA

An extensive inventory of new, original parts and remanufactured Bricklin parts available.

**NEW NEW NEW**

**Aluminum Radiator \$580**

**Bricklin Parts and Services**  
**2687 Rocky Ford Rd**  
**Bedford, Va. 24523**  
**or**

**Call Terry Tanner at (540) 586-9761**  
**[www.bricklinpartsva.com](http://www.bricklinpartsva.com)**



## **SCALE MODEL BRICKLINS**



Contact Tim Palmer at:

[tdpalmer@gci.net](mailto:tdpalmer@gci.net)

Phone: 907-457-6716 (after 11 a.m. Eastern /  
after 8 a.m. Pacific)

Or see my website:

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

