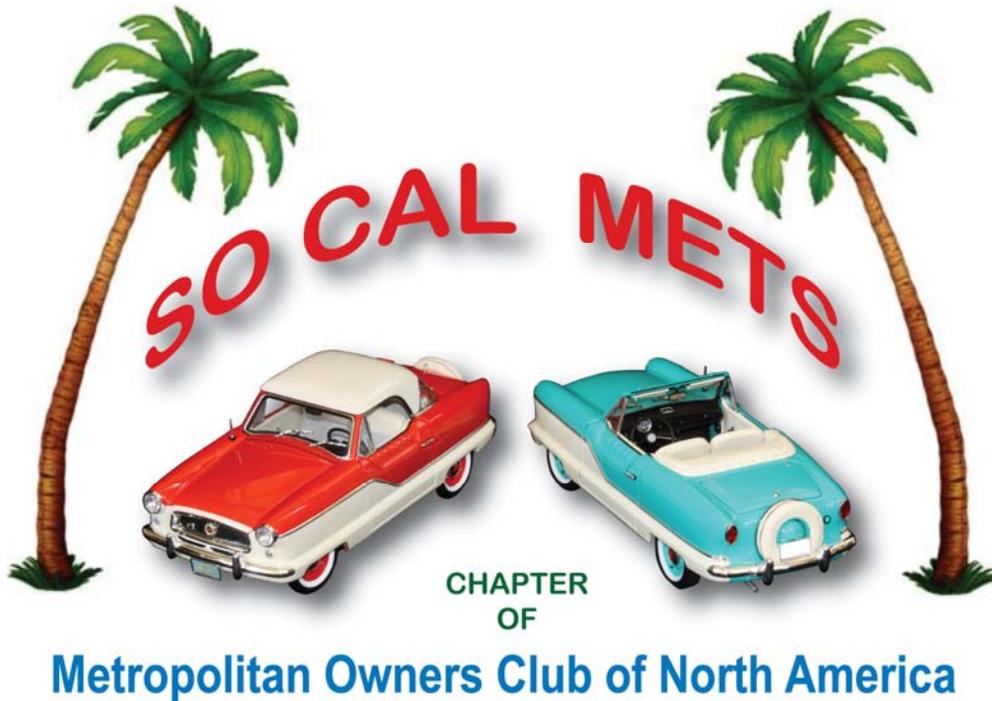


# *Metropolitan Manifold*

OFFICIAL PUBLICATION OF SO CAL METS

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

July-Aug 2012  
No. 11



## CHAPTER OF Metropolitan Owners Club of North America

President:	Ed McCallister	722 N. Archwood	Brea	562-355-3644
Vice President	Ronnie Bauman	1944 Spruce St.	Riverside	951-202-9927
Secretary-Treasurer	Gwen Tolleson	1949 Smokewood Ave.	Fullerton	714-525-8830
Newsletter Editor	Ken Conner	17002 Bolero Lane	Huntington Beach.	714-846-5003
Membership Chairman	Tony Bilotti	2691 W. Parkside Ln.	Anaheim	714-994-3220



# 2012

## SO CAL METS Calendar

Editor's Email: [kconner@socal.rr.com](mailto:kconner@socal.rr.com)

Club website: [www.socalmets.com](http://www.socalmets.com)

Planning Meetings: Every 3 months normally. Adventures: Every Month

Day & Date	Event	Location & Hosts	Start
Saturday, Sept. 29	Two-Museum Tour & Lunch	Wm Lyon Air Museum – Crevier Classic Cars 19300 Ike Jones Rd., Santa Ana	10:00 AM
Sunday, October 20	Planning Meeting	9435 Cormorant Cr., Fountain Valley Host: Marcia Jones 714-963-9116	1:30 PM
Sunday, October 28	Apple Country Tour	We will cruise up to "Oak Glen", North of Beaumont. More details to follow via Email.	TBA
Saturday, November 17	Packard Restoration Shop Tour	302 French St., Santa Ana <a href="http://www.customautoservice.com">www.customautoservice.com</a> Lunch at Original Mikes	10:30 AM
Saturday, December 8	Laguna Niguel Holiday Parade	27001 Moulton Parkway (& Oso) Aliso Viejo Parking lot between Pancake House & 7-11	8:15 AM
Sunday, December 9	Chapter Christmas Party	Racquet Club of Irvine 5 Ethel Copen Way, Irvine	3:00 PM
Sunday, January 20	Planning Meeting	17002 Bolero Lane, Huntington Beach Host: Ken & Judy Conner	1:30 PM

Revised 9-1-2012



# THE GREATEST GENERATION IN AVIATION



A venue of inspiration where the stories of aviation's past can touch the lives of its visitors through educational exhibits, authentic historical aircraft and related memorabilia.

We will have lunch at the Acapulco Restaurant, 1262 South Bristol, Costa Mesa.  
From there will motor to Crevier Classic Cars at 365-B Clinton St., Costa Mesa.



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Orange County's premier classic and exotic vehicle sales, storage and event venue

## ELECTION NOTICE

It is hard to believe but our MOCNA Chapter is almost two years old. The terms for our current officers are expiring and it is time for someone else to take a turn. Positions are available for President, Vice President and Secretary-Treasurer.

If you would like to be nominated for any of these or would like to nominate someone for any of these, please contact Gwen Tolleson at [gtolleson@att.net](mailto:gtolleson@att.net).

A nominated person must accept his or her nomination for the nomination to be valid.

Thus far the following nominations have been made and accepted for these respective offices:

President - Ron Bauman. Vice President - Gwen Tolleson. Secretary-Treasurer - Barbie Bauman.

We are still accepting nominations for these positions. Please make them before October 10th. On October 10th Gwen Tolleson will Email to chapter members, the final ballot. Returned ballots will be counted at our scheduled October 20th planning meeting in Fountain Valley.



Our chapter Logo Mets owned by Gwen Tolleson & Tony Bilotti participated in the weekly Friday night car show in old town Garden Grove August 3rd. Gwen's convertible took home the Merchants Award!

# Palos Verdes Peninsula Cruise

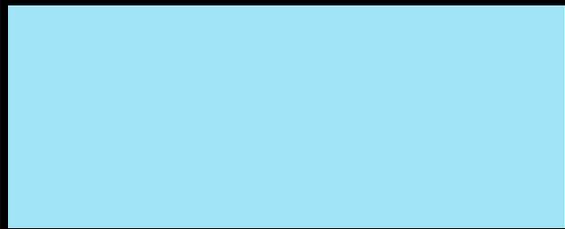


Thanks to hometown girl & Met owner Martyn Tourdot our long planned tour of "PV" took place August 5. We all met in Long Beach and proceeded West across the Vincent Thomas Bridge. After a short drive through San Pedro, we joined the very hilly Palos Verdes Dr. South and headed Northwest through the Portuguese Bend area. (See photo below) Just before we got to the famous Wayfarers Chapel we turned up hill into a gated community. After winding up through the beautiful estates we drove past Martyn's former home and a little bit further to one of the oldest homes in the entire peninsula. There Martyn introduced us to property caretaker Don Christy who gave us a guided tour of the 1916 estate of Mr. Frank Vanderlip. We then thanked Don Christy for his hospitality and slowly idled our Mets down the horsey neighborhood to the main road. In a blink we were at the Wayfarers Chapel. Also known as the Glass Church, it is described as "Nature & Architecture United to Celebrate the Presence of God". It was designed by Lloyd Wright, the son of Frank Lloyd Wright.

From there we caravanned to the Casa Prontos Mexican Grill for lunch. Before we headed home we visited the San Vicente Museum & Lighthouse which reminded us that "Marineland of the Pacific" was once nearby.











Standing from left to right: Ronnie Bauman, Gwen Tolleson, Martyn Tourdot, Barbie Bauman, Tony Bilotti & Jackie Bilotti.

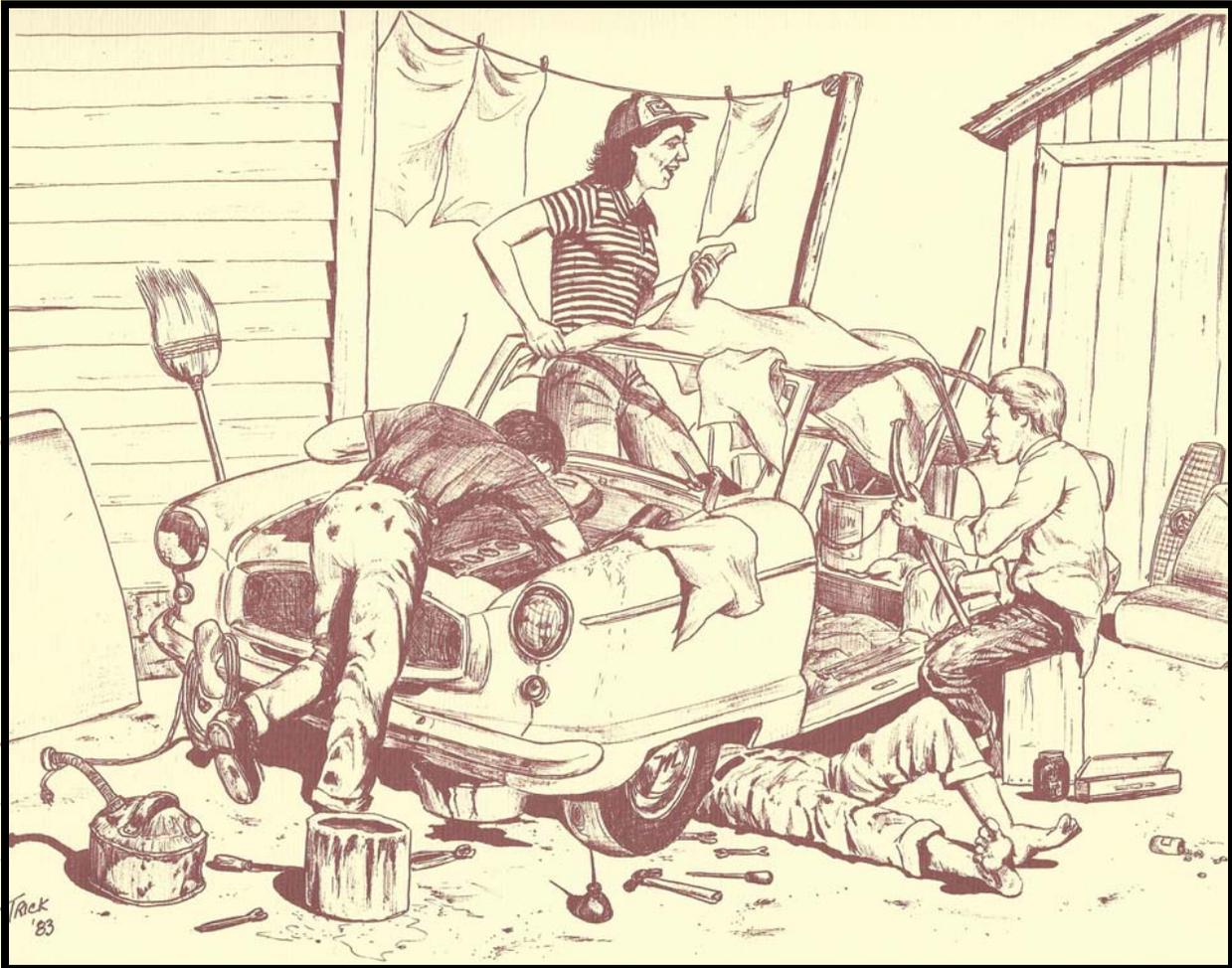
# October



Mark your calendars.  
We will tour Apple  
Country October 28.  
If the Model T Club  
can do it, so can we!

## DIRECTORY





It seems appropriate to tie this wonderful drawing by Hal Trick with the status report below from Marcia Jones. In the 42 years Marcia has owned her Met there have been a variety of “mechanics” working on her car including herself. The restoration continues.....

Editor

My little Met is still in the 'hospital'... I visited yesterday and she's coming along. They've finally gotten the dents and 'previous painters bondo' all out. They've taken the paint all the way down to metal and taken the door windows out along with the black part on the top of the doors. I was quite shocked when I saw it. I remembered you told me how dusty everything gets and what a mess it is. It never looked anything like that, even at it's worst, sitting in my garage. It made me sad to see it all torn apart. I'm so attached to that darn little car I know I could never have sold it.. even if it never ran again, it would still be in my garage, making me smile whenever I went in there.

But... they've taken out the rusty parts that were in the door and have worked their way all the way around the car and are now fixing the dent where the parking lights are. It's all primered but the hood and front. He showed me the paint that he was going to buy from his supplier and it was all wrong. Thank goodness he paid attention to what I had told him. He returned it immediately and told them their paint guide or whatever you call it was way off. It was a dirty red color... eeeee gads.... since I had given him the code on the Lamborghini orange that I picked, he said he can also make up that color as he has the ability. He showed me a sample and it's **AWESOME!** The 'cool vanilla' for the bottom half was perfect. He said he's going to paint the inside of the trunk for me to see .. probably this weekend and give me a call to come and look at it. I know he runs a very busy shop and has quite a few cars to fix. One of his best workers left last week so he's short handed AND the gal who does all the office stuff is on vacation this week so he's doing her job. He's also the one who actually paints the cars. When I called him a week or so ago, he told me it would probably take till the end of the month. I'm a little disappointed that it's taking this long but it looks like it will be well worth the wait. I'm just like an anxious mom waiting for her kid to come home from college!

*Marcia Jones*

*MOCNA 8803*

In the hardbound book "The Metropolitan Story"  
by Patrick R. Foster,  
There is this interesting page below:

## The Road to the Top (1959-1960)

As the 1959 model year opened, there was news, both good and bad, for the little Metropolitan. The good news was that several noteworthy improvements had been made to the automobile, all of which came in answer to customer concerns and the sum of which would greatly enhance the sales appeal of the



From the *Saturday Evening Post*, December 1958, American Motors Chairman, George W. Romney, with youngest son Mitt. Note family Metropolitan in background.



1959 Metropolitan hardtop offered smart styling, new outside opening trunk access.

lovable little machine. The bad news, not for AMC per se, but rather for the long-term viability of the Met, was first glimpsed when sales figures for the Rambler American were reported.

At the tail end of 1958 an interesting photo of George Romney and his young son Mitt, with Romney's Metropolitan parked in the background, appeared in a magazine article. Although he was by now one of the most famous businessmen in the world, Romney still chose to drive a variety of the company's automotive products, including the lowest priced ones, rather than limit himself to driving only the flagship Ambassador.

The Metropolitan's 1958 model year officially closed on October 7, 1958, so any new Mets sold on or after October 8th were titled as 1959 models. There was a change made in the steering system, introduced into production toward the end of the calendar year—hardly worth mentioning. A great deal more change was due to arrive shortly afterwards.

Luckily, historians today can track product changes to the Met simply by locating and reading the Metropolitan Model Information Files—short product reports that American Motors issued periodically. One such document, dated December 8, 1958, and written by that redoubtable AMC engineer Carl Chakmakian, detailed the upcoming revisions to the Met. To quote selectively from the file:

"Significant improvements will be made on the Metropolitan 1500, in accord with American Motors' design concept to improve the product without creating obsolescence due to non-functional changes. The improvements are considered as important sales features to attract consumers with a finer product more competitive with small foreign cars.

"The running changes are scheduled to be in production (in England) by mid-January 1959...."

The single most noticeable change, and the one that was most overdue, was the addition of an exterior trunk lid that served to greatly improve access to the rear storage area. In company discussions during the planning stage of this new feature, a suggestion was put forth that the fold down rear seat, which had formerly provided access to the trunk, be discontinued as a cost saving gesture. However, wiser heads prevailed and that useful feature was retained. It

The book can be purchased direct from the author by going to  
[www.oldemilfordpress.com](http://www.oldemilfordpress.com)

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# Ingenjörrens lilla Nash

Egon Stridh skaffade sig sin Nash Metropolitan redan 1975. Bilen köpte han av sin dåvarande chef, Allan Alfredeen som drev ingenjörsfirma i Stockholm. Alfredeen var väldigt lång så det blev mest hans fru som körde Metropolitan.

- Han hade en Chevrolet Bel Air som passade hans fysionomi bättre, skrattar Egon.

Frun kan inte ha använt Nashen speciellt mycket heller, för när Egon tog över hade den bara gått 4 000 mil.

- Det mekaniska var i perfekt skick men karossen hade hunnit bli väldigt rostig, minns Egon.

Det gick i alla fall att köra hem bilen för egen maskin och alla delar fanns kvar. Egon Stridh överlät det stora renoveringsarbetet till Erik Landkvist som lagade rost och såg över mekaniken. Motor och transmission behövde tack vare det låga miltalet inte åtgärdas alls.

Originalklädseln var intakt och allt som gjorts är att Egon lät sy ett överdrag för att skydda den gamla. I USA fann han ett tyg med snarlikt mönster. Överhuvud taget har

han haft stor nytta av de engelska och amerikanska märkesklubbarna för att leta slitdelar och gummidetaler.

Karossen var ursprungligen gul men Egon valde istället när det blev dags att lackera en röd och vit kombination som fanns att få då bilen var ny.

Det tog sex år innan bilen blev klar. Egon tror att det bara finns ett fåtal bevarade i Sverige idag. Han kör bilen varje dag under

sommarhalvåret när vädret tillåter.

- Den är väldigt pålitlig, menar han. Men ganska vinglig på grund av den korta hjulbasen i kombination med diagonaldäck. Behaglig fart är 70-80 km/tim och det går att komma upp i farter över hundra.

- Men då är det obehagligt att köra, konstaterar en annars mycket nöjd Metropolitanägare.



*The details of Egon's Metropolitan are described in the article above. Egon was kind enough to translate and summarize in English below:*

“When I bought my Nash Metropolitan in 1975 it was used with only 4000 mil (24000 miles). The mechanical was in perfect condition but the body had become very rusty which I had to do something about. As the car was used so little I did not have to do anything with the motor and transmission.

The covering was perfect and I have only had a new cover made to protect the old one. I found a cloth much of the same pattern in US. As a whole I have found the English and American car clubs very useful when I have looked for spare parts and rubber details. The original manual I bought at a junk market here in Sweden.

The body was originally yellow but I choose to paint it with a red and white combination which was available when the car was new.

It took 6 years to make the car look new again.

I think that there are only one or two cars of this model in Sweden today. When the weather is fine during the summer I often drive the Nash.

It is very reliable but rather unsteady because of the short wheelbase in combination with crossply tyres. A pleasant speed is around 70-80 km/h (42 miles/h)”

Egon Stridh

MOCNA 8821

# NASH CAR CLUB OF AMERICA

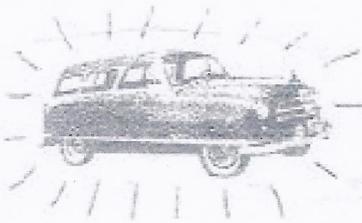
SOUTHERN CALIFORNIA REGION  
ANNUAL

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OCTOBER 21<sup>ST</sup>

Sunday

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11 AM - 2 PM

SEE YA THERE →

**LOCATION**  
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Dam Recreation Basin in front  
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Map Not To Scale

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LAKE HAVASU CITY, ARIZONA

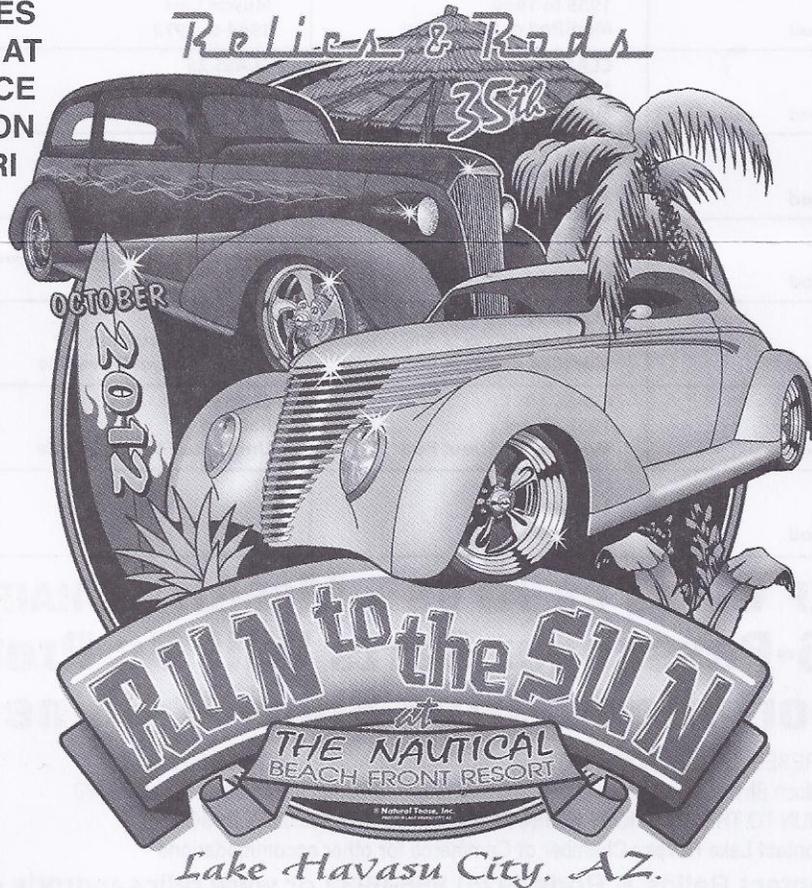
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### Package Includes:

#### Wednesday

Registration  
9 am - 5 pm  
Kick-off Party  
5 pm - 8:30 pm  
2 Meals Included  
Served 5 - 7 pm

#### Thursday Morning

Poker Run  
Pre-Cruise Party at  
Premier Street Rods

#### Thursday Night

Cruise to the Mall  
For Registered Cars Only

#### Friday

Show & Shine  
2 Drink Tickets Included

#### Friday Night

Dinner  
2 Meals Included  
and Sock Hop  
with "One Eyed Romeo"

#### Saturday

Show & Shine  
Ladies Fashion Show - 10 am  
Noon till 3pm Live Music  
on the Golf Course  
Hot Wheel Racing  
Trophy Awards - 4 pm  
Top Ten Cars: Get Jacket

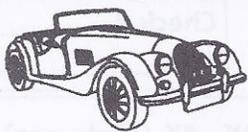
#### Sunday

Parade Around Island  
Pancake Breakfast at  
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Also Includes:  
T-shirt, Mug & Dash Plaque

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**ENTER A CLASS NUMBER FROM THE LIST BELOW ON YOUR ENTRY FORM  
(Please read all 29 Classes before making your selection)**

<b>CLASS 1</b> 1954 & Older Original or Restored Car or Truck	<b>CLASS 11</b> 1939 to 1940 Modified or Street Rod	<b>CLASS 21</b> 1953 to 1956 Trucks/Panels
<b>CLASS 2</b> 1955 to 1962 Original or Restored Car or Truck	<b>CLASS 12</b> 1941 to 1948 Modified or Street Rod	<b>CLASS 22</b> 1957 to 1972 Trucks/Panels
<b>CLASS 3</b> 1963 to 1972 Original or Restored Car or Truck	<b>CLASS 13</b> 1949 to 1954 Modified or Street Rod	<b>CLASS 23</b> Pony Cars
<b>CLASS 4</b> 1927 & Older Modified or Street Rod	<b>CLASS 14</b> 1955 to 1960 Modified or Street Rod	<b>CLASS 24</b> Muscle Cars 1964 to 1972
<b>CLASS 5</b> 1928 to 1931 Modified or Street Rod	<b>CLASS 15</b> 1961 to 1966 Modified or Street Rod	<b>CLASS 25</b> Race & Sports Cars
<b>CLASS 6</b> 1932 Open Modified or Street Rod	<b>CLASS 16</b> 1967 to 1972 Modified or Street Rod	<b>CLASS 26</b> T-Birds & Corvettes
<b>CLASS 7</b> 1932 Closed Modified or Street Rod	<b>CLASS 17</b> 1955 Chevy Modified or Street Rod	<b>CLASS 27</b> Station Wagons & Sedan Deliveries
<b>CLASS 8</b> 1933 to 1934 Modified or Street Rod	<b>CLASS 18</b> 1956 Chevy Modified or Street Rod	<b>CLASS 28</b> Under Construction Unfinished but Driveable
<b>CLASS 9</b> 1935 to 1936 Modified or Street Rod	<b>CLASS 19</b> 1957 Chevy Modified or Street Rod	<b>CLASS 29</b> Rat Rod Unfinished but Driveable
<b>CLASS 10</b> 1937 to 1938 Modified or Street Rod	<b>CLASS 20</b> 1952 & Older Trucks/Panels	

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**For questions contact Relics & Rods (928) 855-0933 or [www.relicsandrods.com](http://www.relicsandrods.com)**

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Mail to: Relics & Rods, Inc. PO Box 1516 Lake Havasu City AZ 86405-1516	<b>Entry Fee: \$75.00 (until 9/30/12) \$85.00 (after 9/30/12)</b> <b>After 10/10/12 register at show. No refunds after 10/12/12.</b> <b>No Roping Off or Saving Spaces • No Pets Allowed except Handicap Assist</b>	<b>Club Use Only</b> Entry # _____ Check # _____ Amt. _____
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**Wed Kickoff Party**  <sup>0</sup>  <sup>1</sup>  <sup>2</sup>
**Friday Dinner**  <sup>0</sup>  <sup>1</sup>  <sup>2</sup>
**T-Shirt (1) Size: S, M, L, XL, 2X, 3X, 4X (circle one)**

Last Name: \_\_\_\_\_ First Name(s): \_\_\_\_\_

Mailing: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Cell: \_\_\_\_\_ Home: \_\_\_\_\_ Car Club: \_\_\_\_\_

Year: \_\_\_\_\_ Make: \_\_\_\_\_ Body Style: \_\_\_\_\_ Color: \_\_\_\_\_ Class #: \_\_\_\_\_

ENTRANTS MUST BE 18 YEARS OF AGE; IF UNDER 18, PARENT OR LEGAL GURADIAN MUST SIGN LIABILITY: In consideration of the acceptance of the right to participate, entrants, participants and spectators by execution of this entry form, release and discharge the Relics and Rods, Inc. of Lake Havasu City, AZ, and their officers, directors, employees, agents, representatives and servants, and anyone else connected with the management or presentation of the Run To The Sun from any and all known or unknown damage, injuries or losses, judgements, and/or claims from any cause whatsoever that may be suffered by any entrant to his person or property. Further, each entrant expressly agrees to indemnify all of the foregoing entities, firms, persons, and bodies of and from any and all liability occasioned or resulting from the conduct of any entrant(s), participant(s) assisting or cooperating with entrant under the control of entrant. The Club, by and through its president and chairman of the Run, hereby specifically reserves the right to deny entry to the Run to any registrant or guest at any time and for any reason.

**SIGNATURE:** \_\_\_\_\_ **ARRIVAL DAY:** W - TH - F - S