

Metropolitan Manifold

OFFICIAL PUBLICATION OF SO CAL METS

www.socalmets.com

July-Aug 2016
No. 33



Metropolitan Owners Club of North America

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2016

SO CAL METS Calendar

Editor's Email: kconner@socal.rr.com

Club website: www.socalmets.com

PLANNING MEETINGS: EVERY 3 MONTHS NORMALLY. ADVENTURES: EVERY MONTH

Day & Date	Event	Location & Hosts	Start
Jan 23, Saturday	Lunch & Shop Cruise Maybe	Ruby's Diner & Depot 186 N Atchison St, Old Town Orange	11:30 AM
Feb 20, Saturday	Visit Irvine's Great Park +	Mike & Kim Dahlberg 18142 Theodora Dr. Tustin	9:00 AM
Mar 5, Saturday	View a Personal Auto Collection	5561 Engineer Dr. Huntington Beach Lunch & Cruise locally	10:00 AM
April 8 & 9	Southwest Unique Little Car Show	Crescent Sheraton Phoenix 2620 W. Dunlap Ave., Phoenix, AZ https://www.starwoodmeeting.com/Book/swuniquelittlecarshow2016	TBA
April 16, Saturday	UCI Car Show	UC Irvine Aldrich Park https://www.celebrate.uci	TBA
May 21, Saturday	Mini - Small Car Cruise	1733 Lake St, Huntington Beach to Signal Hill & lunch in Central Park	9:15 AM
June 10, FRIDAY	Friday Eve Car Show	Main St. Old Town Garden Grove	4:00 PM
June 26, Sunday	Annual Picnic Pot Luck	Craig Park, 3300 N State College Blvd. Fullerton	10:30 AM
July 31, Sunday	Car Show & Lunch	Original Mikes - Santa Ana 100 S. Main Street	11:00 AM
August 20, Saturday	Peterson Auto Museum	6060 Wilshire Blvd., Los Angeles	TBA
September Sat 24	Coastal Cruise From FV	Lunch at Crystal Cove Newport Coast Start at 9435 Cormorant Cir, Fountain Valley	9:00 AM
October 22, Saturday	Gypsum Canyon Cruise	Anaheim to Yorba Linda to Polly's Pies	TBA
November 12, Saturday	Cruise to Tom's Farm -	Temescal Canyon Road & I-15 Corona	11:00 AM
December 10 th Saturday	Laguna Niguel Holiday Parade	27001 Moulton Parkway (& Oso) Aliso Viejo Parking lot between Pancake House & 7-11	8:15 AM
December 11, Sunday	Annual Xmas Party		1:00 PM

Revised: August 23, 2016

A Golden Opportunity



This summer Judy & I were celebrating our Golden Wedding Anniversary with family in the Rockies. On the way we decided to treat ourselves to some luxury at the Gateway Canyons Resort & Spa. The welcome book says, “it is west of Aspen, north of Telluride and east of Moab”. Actually its just an hour south of Grand Junction, Colorado via scenic Byway 141. One other factor about the resort peaked our interest. The place is owned by Discovery Communications founder John Hendricks who is an automobile enthusiast. If you watch the Velocity Channel programming you’ll understand the connection.



Around two years ago it was reported that the Hendricks team bought a Metropolitan at auction during Monterey Car Week. What raised the eyebrows amongst us Metropolitan owners was the price paid, \$55,000. Reports indicated that the Met was bought for the Gateway Museum in Colorado.

So before I booked a nights stay there I talked to the museum spokesperson and yes, they did have a Nash Metropolitan in the



collection. A few days later we arrived early enough to freshen up in our delightful room, then walk over and visit the Museum. As we opened the door we were blown away by the two cars greeting us in the lobby. One, a red 57 Thunderbird and the other, the famed 1955 Metropolitan! That we were proud because a Metropolitan was given such prominence would be an understatement! After checking in with the reception desk we were directed to a theater where we watched a welcome video by Walter Cronkite. After that our self guided tour took us past exquisite displays of impeccably-preserved automobiles. They included a 1913 Pierce Arrow, a 1936 Packard "Hollywood" Darrin, and a 1936 Supercharged Auburn Convertible. Gracing a revolving stage was a One-of-a-kind 1954 Oldsmobile F-88 Concept Car which they paid \$3,000,000. for at a Barrett-Jackson Auction.

The museum has over 50 cars in its collection. The resort's address is 43200 Hwy 141, Gateway, CO 81522. Website: gatewaycanyons.com, gatewayautomuseum.com. Phone 970-931-2895.



Flowing Bodies & Neat Curves



Tis with tongue in thy cheek that I explore the significance of the shape of our cuddly Metropolitans! This began as my wife & I were touring the Shelby Heritage Center in Las Vegas on August 11th.

As I was walking past a row of Shelby Cobras, one in bare aluminum caught my eye. That naked shape looked familiar. I lowered the camera to its nose and squeezed the shutter.

Staring at the Snake some more, I thought "It looks like a flattened Met from this angle". "That hood and nose, lower than the fenders! That oval mouth". Hadn't I read that our Mets were unique for that styling? I vowed to look it up later. When I walked around the Cobra though, it took on the look

of the historic roadster and all the reproductions we see today.

Carroll Shelby left us in 2012. Even then he still had his original Cobra which he created in 1962. It is Cobra CSX200. That car is shown above in blue. It is a British Built A.C. (Auto Carriers) Acer roadster into which Shelby shoehorned a Ford 260 CID V8. The rest is history. Without CSX2000 there would be no Cobras, no Shelby Mustangs and no Ford GT40s or GT's.



The aluminium bodied Acer was designed by John Tojeiro and first saw production in 1953.

Styling is what makes the English Acer so iconic. Yet, it may it may have taken some cues from an earlier Italian known as the Ferrari 166S. Manufactured from 1948 to 1953 it was a V12 powered Berlinetta body designed by Carlo Anderloni.

When we got home I opened my book "The Metropolitan Story" by Patrick R. Foster. Starting on page 14 is a most interesting history of the Mets design including the design work of William Flajole known today as the father of the Metropolitan. It relates that by mid 1950 Nash was completing production prototypes. That included Flajole's unique design features of the "Drop Hood" which was flat and rested below the fender line and the windshild which dipped at the lower corners. Flajole applied for a patent on the low hood design and it did get the most attention of the two features. The production Mets were rolling off the Longbridge line by 1954 of course.

Regardless, be proud that your Met's anterior is sculpted as clever as some famous sports cars which were designed around the same time. Note that a Mets hood is even lower by the windshild to scoop air into the cowling of that famous Nash Weather Eye System.

And for the record: At Sotheby's auction during this year's Monterey Car Week, on August 19th, that original Cobra, Shelby's CSX2000, sold for \$13,750,000.00. For more see: <https://rmsothebys.com/en/auctions/MO16/Monterey/lots/r193-1962-shelby-260-cobra-csx-2000/380120>.



Above, a scene at the 2011 International Metropolitan meet in Kenosha, Wisconsin. The location was the Charles Nash School and Library. Posing for a photo with our guest Donny Conn were MOCNA members Diana & Russ Hawkinson. Diana is the daughter of "The Father of The Metropolitan" William Flajole.

Below, an appreciation of the styling of the Metropolitan would not be complete without a mention that our Mets were featured in the German automobile magazine "Auto Bild Klassik" in 2014. Photo/Journalist Bernhard Schmidt showed Mets with Google Architecture around Southern California.





A onetime Oldsmobile Dealership on Santa Ana's historic Main Street was the site for our July get together. Today it is known as Original Mikes. On the last Sunday of each month the parking lot serves as a convenient car show location. We added six eye catchers to the July show. Attending the event were Ron & Barbara Bauman, Marcia Jones, Tony Bilotti, Ken Conner, Mike & Kim Dahlberg, Gary Loomer & Kim Dominguez. New members to be, were Sandy Dingman, Michael Collingwood and Sandy's father John.

We had a board meeting prior to lunch. Ron Bauman shared some conversations with MOCNA President Brad Swiggart while they were at a recent Crosley Meet back East. Ron addressed the fact that charter member Gwen Tolleson has resigned her Vice President position and that Marcia Jones has agreed to fill the slot. Gwen promises to be responsible for securing our great annual picnic location in Craig Regional Park. Marcia Jones will remain as Cruise Director. Serving as advisors will be Renee Anderson & Mike Dahberg. Marcia Jones and our Membership Chairman/Webmaster Tony Bilotti are pictured above.



You met new member Kim Dominguez at our picnic. She produced the several Metropolitan embroidered goodies for our auction. She has something else up her sleeve....she has the experience, and ability to replace a water pump on a Met! Kim says she did get some advice but she did the mechanicals herself on her Met. Way to go Kim!



To the right, new member to be, Sandy Dingman, poses with her dad John & Michael Collingwood by her 1960 Met. Her father bought it & surprised her with it four years ago. She lives in West LA. She & Michael drove it down the 405 Freeway to join us for the first time.



Our August Adventure



Anchored at the South East corner of Wilshire & Fairfax is LA's Peterson Automotive Museum. It has become quite a landmark along Miracle Mile's Museum Row. It underwent a \$125 million renovation just last year.



Not all of the first reviews of the exterior were positive but maybe they weren't looking into the future. With that stainless steel artwork looking like a flexible printed circuit board one can't help be reminded about the growing electronics in automobiles. The museum's 2nd floor displays several old & new hybrid/electric autos including an excellent view of the Tesla drive train minus the body. There is even on display, the new Toyota Mirai, powered by hydrogen.

Our group of five Metters arrived around 10:30 am. Paul Van Wig came down from Big Bear. Ken & Judy Conner & Tony Bilotti car pooled from Orange County. The only Met that was driven thru the LA traffic was Mike Dahlberg's. Mike drove his Met all the way up from Tustin. Notice how dwarfed his Met looks beside the three story Museum.

The Museum has over 100 vehicles on display in 25 galleries. We started at the third floor which chronicles the history of the automobile. It also touches on the Southern Cal car culture. The second floor is much about engineering, design, performance & education. The ground floor is all about the artistry of extravagant automobiles. The highlight of our visit was the guided tour of the "Vault".



WHERE AND WHEN DID THIS ROMANCE BEGIN?

Tinkerers built dozens of primitive self-propelled vehicles starting as early as the eighteenth century. The 24-foot-long, 5,000-pound, French-built 1789 Cugnot was the first, a demonstration of mechanized transportation to a world on the threshold of the Industrial Age.

More than a century later, German engineer Karl Benz's 1886 Patent Motorwagen proved the practical mechanized transportation was a realistic possibility. It was later refined as the first practical self-propelled vehicle because it could be simply maintained, quickly refueled and driven on public roads by vehicles in charge of strength and technical skill. Combining the stability of the oxcart, Carl's wife Bertha drove over 100 miles from Mannheim to Pforzheim, Germany. Though the original vehicle has not survived, some credit her to the acceptance of "horseless carriages" as a means of personal transportation.

The first petroleum-fueled automobile (assembled) in Los Angeles, California appeared in 1897 and was built by American engineers J. Philip Egan and S.D. Searge. Early in the twentieth century, car designers steadily improved the innovative technology that culminated in the development of the automobile. The 1910 Buick Model 1 is one of the earliest surviving Los Angeles-built cars.

