

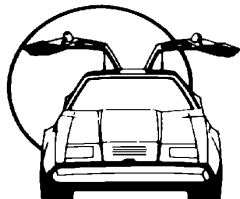


THE BRICKLINE

IN THE TRADITION OF THE BRICKLIN SV-1

A Publication of Bricklin International
Volume 35, No.3 ~ July 2010

BRICKLIN INTERNATIONAL OWNERS CLUB INC.



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Front Cover - Phil Carpenter's VIN 2634 - When Phil purchased it, it was in need of some Tender Loving Care!

Rear Cover - Bricklin Models by Diecastm

Why The Bricklin SV1

By: Raffi Minasian

In 1974 I was in the 8th grade and saw my first Bricklin. It was quite orange. There in the California sun at a local specialty dealership sat this gleaming plasticized wedge of sharp cheddar cheese. I was smitten with the audacity of it. I was already enchanted with the idea of designing cars and the possibility of building my own someday, so it was not without a bit of envy that I read about Herb Grasse, Malcolm Bricklin, and the various key players in the Bricklin story. The Bricklin was sexy, macho, they advertised in Playboy. Young rebels with advertising jobs, disco moves, and water beds drive Bricklins long before this image was to become a farce. I really wanted a Bricklin, mostly for the lifestyle but also because I believed an American independent car manufacturer could succeed.

Seven years later, when the price of used Bricklins were down to a manageable range for a college grunt, I purchased a safety green AMC powered 1974 car with converted doors. The amount of fun I had as a college student with this car is an entire article in itself. Suffice it to say, I spent a fair amount of time in my "Members Only" jacket and "Ray Bans" cruising the Pacific Coast Highway.

The Bricklin means a lot of different things to collectors and enthusiasts all over the world. Some dismiss the car as nothing more than a "kit car", many are quick to point out the produc-



Herb Grasse and Raffi Minasian with Bricklin model

tion flaws, and most will either love or hate the styling. But one thing is certain, no one in post war America has ever launched and succeeded with the ambitious goal of building a production based car from the ground up. You can site Shelby or Darrin as examples of successful post war car manufacturers, but they both relied on proven multi-million dollar developed, D.O.T. approved chassis or base model cars to prove their points. You would have to chase clear back to the Tucker more than 20 years earlier to find a contender to this realm of a fully designed and engineered car, and even in that case, they only made 50 Tuckers and 250 Darrins. Bricklin wrangled some of the best independent automotive talent in the industry to develop the SV1 using a shoestring budget and plenty of salesmanship to

bring the dream to the assembly line.

Does all of this make the Bricklin a great car? To me, most certainly it does. The Bricklin was not only a success in the time frame that it was conceived, assembled, and marketed. The very forces that allowed it to rise so quickly against the coming tides of oil embargoes, mounting Federal Highway and emissions restrictions, and the growing surge of interest in the Datsun 240Z (half the price of a Bricklin) were in the end simply not strong enough to defeat the assembly and economic momentum that would ultimately put the Bricklin out of business. But that does not change the importance of the achievement in the context of the times. Pioneers today with more money and vastly complex computer



First prototype

systems continue to struggle to achieve what Bricklin did in half the time and without so much as a fax machine.

Automodello™ builds scale model replicas of significant cars. When we first began the discussions around the subject of significance, we segmented the discussion into American and European offerings. We also looked for interesting stories either of design, engineering, or simply a unique business story. On the subject of the Bricklin, we found all those stories in one car. Having owned a Bricklin for several years, I was used to the smirks and chuckles that often come from car collectors and historians who frequently if not a bit ignorantly place the Bricklin on the list of the 10 worst cars ever built. But the Bricklin continues to outlive the jabs in many areas. So much so, that it was a great pleasure to focus deeply

on this car in order to prepare one for scale representation.

My first step was to locate and photograph a Bricklin of high quality and of consistent and original production condition.

Those of you who have owned a Bricklin will appreciate how challenging that can be. Bricklins were dynamic cars but they were plagued with body and build production quality issues the day they left the factory floor. The task of locating a pristine example 35 years later posed a challenge. As luck would have it, a near perfect example was located through the help of the Bricklin Owners Club just 4 miles from my home in Northern California. Dr. Sandy Bigman (a Bricklin enthusiast since he was a teenager and the original owner of his car) allowed me to photograph his 1975 Safety Red Bricklin. The perfect body panels, matching paint, and original features show that many of the early production problems that gave the Bricklin a bad name were taken care of in later series production. Other than an aftermarket wood dash and some very minor upgrades to his car,

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Almost done



Driver's door open for a peek at the interior

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this was an ideal pattern car to use for replication.

Capturing the features of a car in scale is both science and art. The art of scaling involves not simply relying on numeric reductions, rather averaging out the visual effect of surface interplay against the entire composition. Small parts on a large surface would nearly disappear if not properly scaled up. Conversely, large features would have to be somewhat subdued so as not to dominate the overall form. Details like the tapering rear fender line, the secondary bone line in the mid section, and the linear but fluid overall form of the car all had to be averaged out in a consistent form. Paint, a feature that cannot scale beyond its own viscosity, lays on a surface that is 43 times smaller and so radii and fillets have to be adjusted accordingly. Further, the careful panel shapes

(designed to accommodate the manufacturing bonded acrylic process on the real car) had to be carefully replicated with the right body side sections and join to the lower panels. Windows and trim features are always dif-

icult to manage both in assembly and bonding. At this scale the glue applicator is not much thicker than a few strands of hair. Great care must be made to hide bonding "shelves" large enough to maintain adhesion, but small enough to not detract from the correct aesthetic. Many of these parts are millimeters in thickness, with wall thicknesses often less than 1mm.

Once we had constructed the master pattern and the assembled color and interior samples were created, Automodello™ called upon Herb Grasse himself to review the model and discuss the details and features to ensure an exact replica. Designing and developing scale models for as long as I have, one of the most rewarding experiences involves meeting with some of the best-known designers and discussing their work. Carroll Shelby, John Herlitz, Dutch Dar-



Rear view of finished model

July 2010

rin, Raymond Loewy, Tom Kellogg, Larry Shinoda, and Chuck Pelly, to name a few, were all supportive, and eager to share their thoughts on the development of each of their scale models. Herb graciously invited me to his home in Arizona where we spent the evening reviewing the pattern master and discussing the overall body design. Herb is not only a great designer, he grills a mighty fine steak as well! His comments included corrections to the front fender line (the Bricklin has a unique kick-up just aft of the front wheel that is often missed) as well as a slight bone line along the rear of the fender that tapers the body mass toward the rear corner of the car.

Once the samples were refined, they made the rounds through a series of review stages calling upon some of the most expert Bricklin enthusiasts in the nation. Dozens of details were returned including revelations concerning the door piston shafts, the colors of various parts of the interior, the wheel finish, the trim and part line features on the car, and placement of logos. Even though all Bricklins were built at the factory with the same multi-toned brown interior, it involves five shades of brown and tan, black, and grey. This model features one of the most complex interiors I have ever replicated in 1:43 scale. In all, hundreds of hours were spent researching and refining the scale model replica of the Bricklin SV1. The effort to preserve the originality and integrity of the design as it stands in history is evident in

the Automodello™ team and the Bricklin enthusiasts who contributed to the making of this great model.

The standard edition features all interior trim as viewed through the closed doors. Standard edition is painted Safety Orange or Safety Red. The Founders Edition (signed by Herb Grasse and accompanied on the display surface by a replicated VIN plaque) is painted in Safety Green and features an open driver's side door, which reveals the interior detail as well as a scaled VIN plate mounted to the bottom of the opened driver's door. As a unique feature to the Automodello™ line, 52 Exploded Edition versions of the Bricklin will be available in Safety White and mounted on a hand made base with protective enclosure and the usual liability disclaimer affixed to the bottom because there is no Automodello™ box.

Personal Note from Jim Cowen - Founder of Automodello™: When we embarked on the Bricklin SV1, I knew from our experience with building the 1964 Griffith Series 200 the inaugural Automodello™ model we would benefit from expert guidance. This is where having both the original designer and a strong owner community would be indispensable. I wish to personally thank Herb Grasse, designer of the Bricklin SV1, and these Bricklin International members listed in alphabetical order: John Blair, David Hansen, Martin Leigh, Michael Mitchell, James Wajda and Stuart Zukrow for all their help and insights on this project.

BI

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PreProduction Layout of Exploded Edition in Safety White!

Bricklin Unbowed

By: Chris Morris
Telegraph-Journal
New Brunswick, Canada

Published Saturday April 24th,
2010

Exclusive: Maverick businessman Malcolm Bricklin speaks out about the failed sports car venture that 35 years ago made him - and this province - notorious

FREDERICTON, NB - Roughly 35 years after New Brunswick's wild ride with the Bricklin sports car crashed in bankruptcy, Malcolm Bricklin says he's sorry.

Well, sort of.

"I'm sorry that the government lost money and that I lost money," Bricklin says in an interview from New York City.

Both he and New Brunswick taxpayers lost millions of dollars on the mid-1970s venture to build the exotic SV-1 sports car. But Bricklin, the fast-talking, automotive dream weaver, still believes it was a fair deal for New Brunswick.

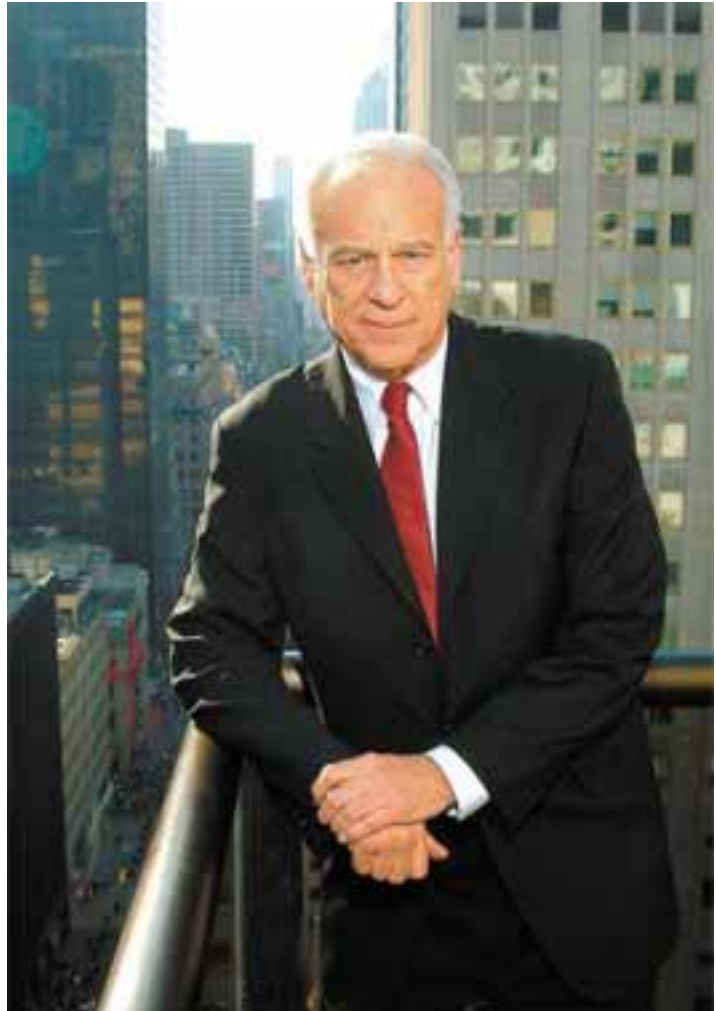
"The government won because, with all due respect, it put New Brunswick on the map. Everybody knew the car and everybody knew about New Brunswick," he told the Telegraph-Journal this week. "The Premier (Richard Hatfield) saw it for its publicity value. He saw it when he went around the world and everywhere he went, they knew who he was because of the car. It was great PR."

It's one of the few times Bricklin has publicly discussed the failed New Brunswick enterprise that ultimately cost the province about \$23 million and resulted in personal bankruptcy for the tireless American entrepreneur.

The Bricklin projects showed the world, he said, that New Brunswick was more than "a good spot to catch fish." And he insists that with a lot more time and money, it would have worked.

"If we had the kind of money they throw at new car developments now, we could have done a thousand times better."

Bricklin, 71, is angry about his portrayal in a recently-released book, "The Yugo: The Rise and Fall of the Worst Car in History", by U.S. historian Jason Vuic. Bricklin masterminded the im-



Malcolm Bricklin says he's 'sorry that the government lost money and that I lost money' on trying to build a sports car in New Brunswick.

portation of the much-maligned Yugoslavian sub-compact to North America in the years following his failed adventure in New Brunswick.

He said Vuic makes him look like a "con man" and he objects to being described as a "serial entrepreneur" and the "P.T. Barnum of the auto industry."

Bricklin notes the Yugo still holds the record for the most cars imported from Europe.



Malcolm Bricklin, left, and Premier Richard Hatfield with the first Bricklin SV-1 to come off the assembly line in Saint John on Aug. 6, 1974. The province loaned the American entrepreneur \$20 million.

"It met every safety regulation and every emission requirement and it never had a recall," he said. "With all due respect, Toyota has had 10 million recalls this year."

Bricklin said he bailed out of the Yugo venture after he met Slobodan Milosevic who would later become president of Yugoslavia and ultimately would be indicted for war crimes.

"I walked out of the room and I said to the people I was with, 'Oh my God, I have never been in a room where I felt such evil.' I could really feel it. I went back and I said, 'Find a buyer. I'm for sale. I'm out of here.'"

Bricklin is asking the publishers of *The Yugo*, Hill and Wang, to apologize to him and recall the book.

In fact, he is planning to write

his own book because "the story is so much more fun" than what others are writing.

Bricklin said he has fond memories of his days in New Brunswick and the exciting, if doomed, attempt to launch the futuristic SV-1 sports car on the North American auto market.

He said that one of the biggest problems the project faced was what he called the crude politics of the province which, to this day, astonish him.

"The attitude was, 'If you're not for me, you're against me' and 'If I say no, you have to say yes.' So that meant things got nasty because the Premier actually used the car to win an election (in 1974)."

Just under 3,000 Bricklins were built in New Brunswick from 1974 until 1976 at assembly plants in Minto and Saint John.

The development was plagued by production problems arising from a complex design that included a fiberglass body with bonded acrylic and powered, gull-wing doors that opened and closed at the touch of a button.

In the event of a battery failure, occupants of the SV-1 would have to scramble through the rear hatchback.

Bricklin says the cars were ahead of their time.

"Thirty-five years later they look like they just came off the showroom floor," he says of the

roughly 1,500 Bricklins that still exist.

"It was the safest car ever built. Nobody to this day has been killed in a Bricklin. We did really inventive things and we did them in a province that was not used to that kind of quality."

Bricklin still has kind words for Hatfield, and not only because the late Progressive Conservative Premier was willing to lend him a lot of money for the sports car project.

"The Premier you had there, was world-class," he said.

"Naturally, I favour him because he gave me money and there's no question that definitely sways my mind. But let me tell you, I spent a lot of time with that man and that man was trying to do good for your province. That was his only concern, it was his full-time concern, and he loved his job. I wish we had politicians like that today."

Bricklin said development of the SV-1, which stood for "safety vehicle one", was derailed by lack of capital and lack of a trained workforce in the province.

"I'm not knocking New Brunswick because it could have happened anywhere, but if you go to a place with something other than an auto-building mentality, you're going to have to spend a lot more time and a lot more money bringing those people up to snuff," he said.

"Then if you have to hit the
July 2010



Malcolm Bricklin poses with his gull-winged sports car, the Bricklin SV-1, during the Toronto International Auto Show in Toronto on July 1, 1975

ground running like we did, that will be your Achilles heel."

He said in a way it's lucky he knew as little as he did about building automobiles. A friend of his, John DeLorean, tried producing a similar sports car a few years later and ended up losing much more money than was lost on the SV-1.

"Let me tell you, I'm really happy I was dumb enough to not know how much money it really costs to build a car," Bricklin says, laughing.

"John did the same thing - it took him three times as long and he lost \$280 million and he knew how to do it right."

Despite advancing age, Bricklin

has not lost any of his enthusiasm, excitement or energy for the development of leading-edge automobiles.

He has shown over the years that he's the kind of man it's hard to bet on - or against.

A millionaire who brought the sturdy Subaru to the U.S., Bricklin remains an enthusiastic marketer of new-age vehicles.

In the 1990s, he tried to peddle an electric bicycle, the EV-Warrior, to the masses.

In the last three years, he was set to import a luxury sedan before the arrangement with China's Chery went sour.

That venture was the subject

A Little Humor

of a documentary film his son, Jonathan Bricklin, directed.

He now has turned his attention to electric vehicles and is working on a turbine system that would allow electric cars to charge their batteries while they are being driven.

Bricklin has not been in New Brunswick since 2001, when he was forced to spend three days in Moncton after planes were grounded following the terrorist attacks of 9/11. He said he will never forget the kindness shown to him by the people of Moncton during that difficult time.

Bricklin was delighted to hear that a musical, *The Bricklin: An Automotive Fantasy*, is scheduled to have its world premiere at The Playhouse in Fredericton on July 30.

"How cool is that?" he said.

Tim Yerxa, the Playhouse's executive director, said Bricklin will be invited to the musical.

"The play is really about people who have hopes and dreams," Yerxa said.

"Both Richard Hatfield and Malcolm Bricklin are portrayed as people with big ideas who want to accomplish something great. In Hatfield's case, he wants to succeed for the people of New Brunswick and in Bricklin's case, for the automotive industry and for himself as an entrepreneur."

BI

Speeding

Sitting on the side of the highway waiting to catch speeding drivers, a State Police Officer sees a car puttering along at 22 MPH. He thinks to himself, This driver is just as dangerous as a speeder! So he turns on his lights and pulls the driver over.

Approaching the car, he notices that there are five old ladies-two in the front seat and three in the back, wide eyed and white as ghosts. The driver, obviously confused, says to him, "Officer, I don't understand, I was doing exactly the speed limit! What seems to be the problem?"

Ma'am, the officer replies, you weren't speeding, but you should know that driving slower than the speed limit can also be a danger to other drivers.

Slower than the speed limit? No sir, I was doing the speed limit exactly...Twenty- two miles an hour! the old woman says a bit proudly.

The State Police officer, trying to contain a chuckle explains to her that 22 was the route number, not the speed limit.

A bit embarrassed, the woman grinned and thanked the officer for pointing out her error.

But before I let you go, Ma'am, I have to ask... Is everyone in this car OK? These women seem awfully shaken and they haven't muttered a single peep this whole time, the officer asks with concern.

Oh, they'll be all right in a minute officer. We just got off Route 119.

The Archer

A duke is hunting in a forest with his men-at-arms and servants when he comes upon a tree. Archery targets are painted all over it, and smack in the middle of each is an arrow.

"Who is this incredibly fine archer?" cries the duke. "I must find him."

After continuing through the forest for a few miles, he comes across a small boy carrying a bow and arrow. Eventually the boy admits that it was he who shot the arrows plumb in the center of all the targets.

"You didn't just walk up to the targets and hammer the arrows into the middle, did you?" asks the duke worriedly.

"No my lord. I shot them from 100 paces. I swear it by all that I hold holy."

"That is truly astonishing," says the duke. "I hereby admit you into my service. But I must ask one favor in return. You must tell me how you came to be such an outstanding shot."

"Well," said the boy, "first I fire the arrow at the tree, and then I paint the target around it."

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Automodello™ BRICKLIN SV1 Founders Edition

Signed by Herb Grasse, designer of the Bricklin SV1
192 Serialized Units with VIN Plate – Pre-Order for Summer 2010



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